Subject: Phone call
From: Shane Phillips <sphillips@ccala.org>
Date: 2/26/2018, 9:17 AM
To: "hannah.lee@lacity.org" <hannah.lee@lacity.org>

Hey Hannah,

Sorry we weren't able to connect last week. Do you have 10-15 minutes available for a call this afternoon? Any time between 230 and 5pm would work for me.

Best,

CCA
CENTRAL CITY ASSOCIATION
OF LOS ANGELES

Shane Phillips
Director of Public Policy

626 Wilshire Blvd., Suite 850 I Los Angeles, CA 90017
office: (213) 416-7535 I fax: (213) 624-0858

sphillips@ccala.org
ccala.org

24TH ANNUAL
TREASURES
of LOS ANGELES
SAVE THE DATE
MAY 17, 2018 | 11 AM
JW MARRIOTT LA LIVE

Subject: phone call
From: Shane Phillips <sphillips@ccala.org>
Date: 2/27/2018, 1:29 PM
To: "hannah.lee@lacity.org" <hannah.lee@lacity.org>
CC: Marie Rumsey <mrumsey@ccala.org>

Hey Hannah,

Thanks for the quick call. Here's the link to the audio file from the meeting; the relevant discussion happens from 1:43:30 to 1:48:20.

http://archive-media.granicus.com:443/OnDemand/la/la_293c2dd9-2d95-4f35-a4c9-03a304be4823.mp3

Best,

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Shane Phillips
Director of Public Policy

626 Wilshire Blvd., Suite 850 I Los Angeles, CA 90017
office: (213) 416-7535 I fax: (213) 624-0858

sphillips@ccala.org
ccala.org

24TH ANNUAL
TREASURES of LOS ANGELES
SAVE THE DATE
MAY 17, 2018 | 11 AM
JW MARRIOTT LA LIVE

Subject: Comment letter: Times-Mirror Square historic monument designation
From: Shane Phillips <sphillips@ccala.org>
Date: 11/15/2018, 11:16 AM
To: Shawn Kuk <shawn.kuk@lacity.org>, Azeen Khanmalek <azeen.khanmalek@lacity.org>, "lynell.washington@lacity.org" <lynell.washington@lacity.org>, "hannah.lee@lacity.org" <hannah.lee@lacity.org>, Jeff Jacobberger <jeff.jacobberger@lacity.org>, "sherilyn.correa@lacity.org" <sherilyn.correa@lacity.org>, "vince.bertoni@lacity.org" <vince.bertoni@lacity.org>, Kevin Keller <kevin.keller@lacity.org>
CC: Jessica Lall <jlall@ccala.org>, Tina Oh <toh@ccala.org>, Michael Shilstone <mshilstone@ccala.org>

Hello,

Attached please find CCA's comments on the proposed historic designation of Times-Mirror Square, also known as the LA Times site. CCA is supportive of the historic designation of the original buildings on the east (Spring Street) side of the site, but opposes the designation of the 1974 Pereira addition and parking garage on the west (Broadway) side.

Please feel free to reach out to me by phone or email if you have any further questions on our position.

Best,

CCA
CENTRAL CITY ASSOCIATION
OF LOS ANGELES

Shane Phillips
Director of Public Policy

626 Wilshire Blvd., Suite 850 I Los Angeles, CA 90017
office: (213) 416-7535 I fax: (213) 624-0858

sphillips@ccala.org
ccala.org

We are hearing that some members are not receiving our e-blasts (event & committee notices, CCAD). Please contact us if you have not heard from us in a while.

CCA CENTRAL CITY ASSOCIATION OF LOS ANGELES
HOLIDAY party
DECEMBER 4
5 - 8 PM
MILLENNIUM BILTMORE HOTEL
RSVP HERE

Attachments:

2018 11 14 - LA City - LA Times Mirror Square - CCA Letter.pdf 143 KB

Subject: Fwd: Mitchell v. City of LA
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 3/5/2019, 9:26 AM
To: Hannah Lee <hannah.lee@lacity.org>

---------- Forwarded message ---------
From: **Marie Rumsey** <mrumsey@ccala.org>
Date: Mon, Mar 4, 2019 at 4:41 PM
Subject: Mitchell v. City of LA
To: stephanie.uy@lacity.org <stephanie.uy@lacity.org>

Hi Stephanie,

Attached is CCA's letter on this item. Please let us know if you'd like to discuss.

Thank you, Marie

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Marie Rumsey
Vice President of Public Policy

213.416.7513 | mrumsey@ccala.org | ccala.org

626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017

Please note our new address

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Attachments:

Mitchell v. City of LA - City Council 3.6.19.pdf	274 KB

Subject: RE: Meeting request on behalf of Marcus Allen and Spin
From: Candace Barger <candace@ekapr.com>
Date: 3/14/2019, 1:58 PM
To: Hannah Lee <hannah.lee@lacity.org>
CC: Eric Moody <eric.moody@lacity.org>

Thank you Hannah.

Hi Eric! Feel free to provide your availability at your earliest convenience.

Thank you,
Candace

From: Hannah Lee [mailto:hannah.lee@lacity.org]
Sent: Thursday, March 14, 2019 1:31 PM
To: Candace Barger <candace@ekapr.com>
Cc: Eric Moody <eric.moody@lacity.org>
Subject: Re: Meeting request on behalf of Marcus Allen and Spin

Hi Candace,

Eric Moody, our Transportation Deputy, is handling meetings on the pilot program. He is copied here; please feel free to coordinate with him directly.

Thanks!
Hannah

Hannah Lee
Chief of Staff
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

On Thu, Mar 14, 2019 at 12:33 PM Candace Barger <candace@ekapr.com> wrote:

> Good afternoon Hannah,
>
> I am submitting a meeting request on behalf of Marcus Allen and our client, Spin (https://www.spin.app/).
>
> Spin has applied for their permit to participate in the City's one-year pilot program. They have identified additional locations to have their scooters in other City Council Districts and would like the opportunity to meet with you to discuss their objective and plans.

Please feel free to provide your availability at your earliest convenience.

Thank you,
Candace Barger

EKA
ENGLANDER KNABE & ALLEN

Candace Barger
Executive Assistant/Office Manager
801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 585
F: 213-747-4900
Candace@ekapr.com
www.ekapr.com

Subject: Call Request
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 5/16/2019, 3:42 PM
To: "Hannah.Lee@lacity.org" <Hannah.Lee@lacity.org>

Hi Hannah,

I am reaching out on behalf of Adam Englander who would like to schedule a call with you before this upcoming Tuesday (5/21). Below is his availability for a call;
5/17 @ 9am-10am or 12:15pm-12:45pm
5/20 @ 10am.11:30am or 2pm

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

Subject: RE: Call Request
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 5/16/2019, 4:34 PM
To: Hannah Lee <hannah.lee@lacity.org>

Thanks Hannah!

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

From: Hannah Lee [mailto:hannah.lee@lacity.org]
Sent: Thursday, May 16, 2019 4:33 PM
To: Erika Rodriguez <erodriguez@ekapr.com>
Subject: Re: Call Request

Let's do 12:15.

Thanks!
Hannah

Hannah Lee
Chief of Staff
Office of Councilmember Greig Smith
CityHall: 213-473-7012
CommunityService Center: 818-882-1212
e: Councilmember.Smith@lacityorg | w: CD12.org

On Thu, May 16, 2019 at 4:29 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:

> Hi Hannah, he will be in a meeting from 10-11. His only availability is
>
> 5/17 @ 9am-10am or 12:15pm-12:45pm
> 5/20 @ 10am.11:30am or 2pm

> Thank you!
>
> Erika Rodriguez
> **Englander Knabe & Allen**
> 801 South Figueroa St.
> Suite 1050
> Los Angeles, CA 90017
> T: 213-741-1500 Ext. 505
> F: 213-747-4900
> erodriguez@ekapr.com
> www.ekapr.com
>
> **From:** Hannah Lee [mailto:hannah.lee@lacity.org]
> **Sent:** Thursday, May 16, 2019 4:28 PM
> **To:** Erika Rodriguez <erodriguez@ekapr.com>
> **Subject:** Re: Call Request
>
> Shoot, sorry, Erika. I can't at 9:30. Is he free closer to 10 or maybe a bit thereafter?
>
> **Hannah Lee**
> **Chief of Staff**
> **Office of Councilmember Greig Smith**
> **CityHall: 213-473-7012**
> **CommunityService Center: 818-882-1212**
> **e: Councilmember.Smith@lacityorg | w: CD12.org**
>
> On Thu, May 16, 2019 at 4:26 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:
>
> > Thanks Hannah, the call will be to discuss Bergins.
> >
> > Thank you!
> >
> > Erika Rodriguez
> > **Englander Knabe & Allen**
> > 801 South Figueroa St.
> > Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 505
> > F: 213-747-4900
> > erodriguez@ekapr.com
> > www.ekapr.com
> >
> > **From:** Hannah Lee [mailto:hannah.lee@lacity.org]
> > **Sent:** Thursday, May 16, 2019 4:24 PM
> > **To:** Erika Rodriguez <erodriguez@ekapr.com>
> > **Subject:** Re: Call Request

> Hi, tomorrow at 9:30 works for me. Do you know the subject matter?
>
> **Hannah Lee**
> **Chief of Staff**
> **Office of Councilmember Greig Smith**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Smith@lacity.org | w: CD12.org**
>
> On Thu, May 16, 2019 at 3:42 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:
>
> > Hi Hannah,
> >
> > I am reaching out on behalf of Adam Englander who would like to schedule a call with you before this upcoming Tuesday (5/21). Below is his availability for a call;
> > 5/17 @ 9am-10am or 12:15pm-12:45pm
> > 5/20 @ 10am.11:30am or 2pm
> >
> > Thank you!
> >
> > Erika Rodriguez
> > **Englander Knabe & Allen**
> > 801 South Figueroa St.
> > Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 505
> > F: 213-747-4900
> > erodriguez@ekapr.com
> > www.ekapr.com

Subject: RE: Opposition of AB516
From: Olivia Lee <OLee@lachamber.com>
Date: 6/10/2019, 2:02 PM
To: Stephanie Uy <stephanie.uy@lacity.org>
CC: Hannah Lee <hannah.lee@lacity.org>, Alexis Marin <alexis.wesson@lacity.org>, Stephanie Rivera <stephanie.rivera@lacity.org>

Thanks, Stephanie! Diana on our team is reaching out to you on this matter.

Olivia Lee | Manager, Public Policy
LOS ANGELES AREA CHAMBER OF COMMERCE
Ph: 213.580.7531 | C: 909.632.8028

From: Stephanie Uy <stephanie.uy@lacity.org>
Sent: Sunday, June 9, 2019 10:38 PM
To: Olivia Lee <OLee@lachamber.com>
Cc: Hannah Lee <hannah.lee@lacity.org>; Alexis Marin <alexis.wesson@lacity.org>; Stephanie Rivera <stephanie.rivera@lacity.org>
Subject: Opposition of AB516

Hi Olivia,

I hope you are doing well. As I mentioned, the City Council is voting on a resolution to oppose AB516 (Chiu). The bill would severely limit local government's ability to tow vehicles and enforce other vehicle regulations.

On behalf of Councilmember Smith, would the Chamber be able to support our opposition of the bill by sending a representative to speak during Tuesday's Council meeting?

Attached is the letter of opposition that Councilmember Smith sent to committee chairs for Public Safety and Transportation, the two committees in which the bill is pending.

Please let me know if you have any questions.

Thank you,

--
Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacityorg | w: CD12.org

Subject: RSVP for Soiree at American Contemporary Ballet – July 17
From: Central City Association <info@ccala.org>
Date: 7/2/2019, 2:47 PM
To: Hannah.Lee@lacity.org

CCA Special Event

Image

RSVP

RSVP required by July 15

For questions, please contact Natalie Gori at ngori@ccala.org.

ï¿½

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Image

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Subject: Policy This Week: Chamber hears from L.A. City Attorney Mike Feuer at Accenture Pancakes & Politics
From: Jessica Duboff <laareachamber@lachamber.com>
Date: 7/8/2019, 5:03 PM
To: hannah.lee@lacity.org

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Los Angeles Area Chamber of Commerce I July 8

Chamber hears from L.A. City Attorney Mike Feuer at

Accenture Pancakes & Politics

L.A. City Attorney Mike Feuer joined the Chamber's Accenture Pancakes & Politics Breakfast Speaker Series to discuss his efforts to improve public safety, address the city's homelessness crisis and enforce cannabis laws. Serving as the city attorney for the City of Los Angeles since 2013, Feuer has focused on neighborhood-based programs and approaches to improving quality-of-life issues. Feuer emphasized several points to that effect, including developing a solution to homelessness that is lawful and upholds a person's dignity, protecting efficient land use zoning and creating new ideas to deliver the housing L.A. needs. **SEE THE PHOTOS.**

Chamber joins Assemblymember Autumn Burke and PPIC for Community College Career Pathway panel

The Chamber's Center for Education Excellence & Talent Development Senior Vice President, Alma Salazar, joined Assemblymember Autumn Burke and California Community College Executive Vice Chancellor for Education Services, Marty Alvarado, for a legislative briefing hosted by the Public Policy Institute of California (PPIC) on "Career Pathways and Economic Mobility at California's Community Colleges." PPIC researcher Shannon McConville outlined the findings from a new report, and the expert panel discussed the opportunities and challenges involved as community colleges seek to improve students' labor market opportunities and meet California's workforce needs. For information, contact **Alma Salazar**.

Sacramento legislative update

The California State Legislature continues work on the second half of 2019 legislative session. Recently, we've advocated on:

- SB 330 - SUPPORT. The Housing Crisis Act, which speeds up construction of housing that cities have already zoned for by streamlining permitting and relaxing local restrictions on development provisions of the bill to sunset after five years, and only applies in areas where housing needs are the greatest.
- SB 736 - SUPPORT. Establishes the Creative Economy Incentive Program, which creates an incentive for California's local jurisdictions to attract these important events to their communities and thus stimulate our local economies.
- AB 1197 - SUPPORT. Responds directly to the dire homelessness crisis in L.A. by exempting from CEQA activities approved or carried out by the City of Los Angeles in creating supportive housing projects funded by Proposition HHH or emergency shelter projects funded by

@DuboffJess

@LAAreaChamber

POLICY CALENDAR

Chamber Member Orientation
July 10

Government & Fiscal Affairs Council
July 16

Land Use, Construction & Housing Council
July 24

Economic Briefing
July 24

Accenture Pancakes & Politics Breakfast Speaker Series
July 26

- the Homeless Emergency Aid Program. This exemption sunsets on Jan. 1, 2025.
- AB 731 - OPPOSE. Drives up the cost of health care coverage for employers by establishing a new and burdensome rate review process for large-group health care contracts.

Legislation aimed to clarify the California Consumer Privacy Act (CCPA) is essential in protecting small businesses from unintended consequences created by the CCPA:

- AB 25 - SUPPORT. Clarifies that employees or job applicants to a business are not included as "consumers" in the CCPA.
- AB 846 - SUPPORT. Ensures loyalty and rewards programs can continue by clarifying language in the CCPA.
- AB 873 - SUPPORT. Allows businesses to reasonably meet consumers' data requests.
- AB 874 - SUPPORT. The CCPA limits businesses' distribution of "information lawfully made available from federal, state or local government records."
- AB 1564 - SUPPORT. Clarifies that businesses can offer consumers an email address, physical address or 1-800 number to ensure consumers can exercise their CCPA rights.

SCAG PEIR meeting

On Wednesday, June 26, Public Policy Manager Kendal Asuncion participated in the Southern California Association of Governments' (SCAG) Connect SoCal Program Environmental Impact Report (PEIR) Business Community Outreach meeting to discuss the program. Asuncion raised the business community's concerns that the program and plan continue to heavily value a vehicle miles traveled (VMT) reduction with minimal concerns for the economic impacts of the reduction. Business representatives at the meeting stressed that SCAG should clearly explain the underlying assumptions it makes in the plan, including those made about VMTs. The PEIR outreach meeting was the first of five additional planned efforts. SCAG anticipates it will release a draft PEIR in late 2019. Learn more about the PEIR **here**.

Predictive scheduling in committee

On Tuesday, June 25, Public Policy Manager Olivia Lee joined the L.A. City Council Economic Development Committee to speak on the proposed predictive scheduling motion by the City. The Chamber's comments acknowledged the collaborative nature needed for a policy that works for all stakeholders, our effort engaging Chamber members to create a best practices document and our willingness to work with City staff on a collaborative policy that balances all stakeholders. Staff were directed to draft language for the proposed ordinance. This item was adopted in council last Wednesday.

Freight focus groups dates and purpose

In place of our July Transportation & Goods Movement Council meeting, the Chamber will hold two joint focus groups with Metro staff. The focus groups support Metro's work on its Goods Movement Strategic Plan. We will help Metro review and asses its Five Elements of Competitiveness, and learn about where the Goods Movement Strategic Plan fits into Metro's Long Range Transportation Plan. The focus groups will be held at the Chamber on Aug. 5 from 1-2:30 p.m. and Aug. 15 from 9:30-11 a.m. To attend, please RSVP to **Maribel Flores**.

Citizenship question removed from 2020 Census

Last week, the U.S. Supreme Court ruled on the issue of including the citizenship question and affirmed the decision of the district court to remove the citizenship question from the 2020 Census. The Trump administration has asked the U.S. Department of Justice and U.S. Department of Commerce to reevaluate all available options on including the question in the 2020 Census, in spite of the Supreme Court's ruling. It is unclear how they will be able to go around the latest ruling by the Court, but the Chamber sees this as a victory. The Chamber previously signed on to an amicus brief with a number of other businesses and organizations throughout the County to oppose the administration's efforts to add a citizenship question to the census. The Chamber also advocated for the removal of the question during our ACCESS Washington, D.C. trip earlier this year.

Policy council updates

Upcoming councils:

- *Government & Fiscal Affairs*, Tuesday, July 16, with Deputy Mayor of Economic Development William Chun and Brian Peck and Fangfei Dong from USC's Gould School of Law Center for Transnational Law and Business, on hot issues impacting the L.A. economy including trade and opportunity zones. Special guest Zaib Shaikh, Consul General of Canada in Los Angeles, will also speak on issues around trade and economic development. **RSVP HERE.**
- *Land Use, Construction & Housing Council*, Wednesday, July 24, on updates and action items on state legislation, L.A. County's proposed art fee and discussion on the City's recent proposals on inclusionary zoning. **RSVP HERE.**

July 10 - Meeting with Councilman Mitch O'Farrell on homelessness and poverty

July 10 - BioCom event on "How Health Care IT Delivers the Right Treatment"

July 10 - Chamber Member Orientation and New Member Reception

July 11 - Chamber Board meeting

The Summit prescription for what must be done to improve our workforce, **California Economic Summit**, 7.3.19; Together Against a Tax in Los Angeles, **City Journal**, 6.28.19; Supreme Court Won't Allow Citizenship Question On Census -- For Now, **MediaPost**, 6.27.19

L.A. Area Chamber | laareachamber@lachamber.com | http://www.lachamber.com
350 S. Bixel St.
Los Angeles, CA 90017

L.A. Area Chamber, 350 S. Bixel St., Los Angeles, CA 90017

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Subject: Housing For All: A Conversation With Abundant Housing LA | July 24
From: "L.A. Area Chamber" <laareachamber@lachamber.com>
Date: 7/16/2019, 3:14 PM
To: hannah.lee@lacity.org

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Join us for a meeting of the Land Use, Construction & Housing Council.

Special Guest:

Getting To Housing For All -- A Conversation With Abundant Housing LA

Wednesday, July 24
9 - 10:30 a.m.

L.A. Area Chamber
350 S. Bixel St.
Los Angeles, CA 90017

As Californians face the immense housing crisis, it is critical to have organizations advocating for smart and sustainable housing solutions.

Join the Land Use, Construction & Housing Council as we welcome Leonora Camner, managing director of Abundant Housing Los Angeles. Created in direct response to the Not-In-My-Backyard movement, Abundant Housing LA emerged in an effort to bring education and advocacy around affordability, livability and sustainability benefits of more housing.

Camner will discuss Abundant Housing LA's perspective of the current housing crisis, the impacts of the crisis, and their proposed solutions on these issues.

This meeting will include updates and action items on state legislation, an update on Los Angeles County's proposed art fee, and a discussion on the City of Los Angeles' recent proposals on inclusionary zoning.

The Land Use, Construction & Housing Council advocates for policies and programs that create sustainable, economically robust communities through smart growth planning, public-private partnerships and investment in congestion relief solutions. This also includes a special focus on building more workforce housing, reforming the city's planning and permitting process, strengthening our public transportation system and addressing Los Angeles County's homelessness crisis.

All Council meetings are open to Chamber members only. Media and guests are only allowed with prior approval.

Leonora Camner
Managing Director,
Abundant Housing Los Angeles

Vie Foll Cor Like

For more information, contact Olivia Lee, 213.580.7531.

Los Angeles Area Chamber of Commerce, 350 S. Bixel St., Los

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Subject: RE: Save The Date: Elected Officials Reception
From: Natalie Gori <ngori@ccala.org>
Date: 7/22/2019, 10:24 AM
To: "hannah.lee@lacity.org" <hannah.lee@lacity.org>

Good morning Ms. Lee,

I hope you had a wonderful and restful weekend!

I am following up on our invitation to you for the Elected Officials Reception that is taking place on August 14th. Would you be able to join us?

Wishing you a great and successful Monday!

Kind regards,

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Natalie Gori
Office Coordinator
213.416.7519 | ngori@ccala.org | ccala.org
626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
Visit our data portal **DTLA Insights**

We are hearing that some members are not receiving our e-blasts (event & committee notices, CCAD). Please contact us if you have not heard from us in a while.

From: Natalie Gori
Sent: Thursday, June 27, 2019 4:54 PM
To: hannah.lee@lacity.org
Subject: RE: Save The Date: Elected Officials Reception

Good afternoon Ms. Lee,

I hope you have been having a nice week.

I wanted to follow up on the request below to see if you will be joining us for the Elected Officials Reception? I have attached an updated event flyer with the Councilmembers and Elected Officials who have already registered.

Kind regards,

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Natalie Gori
Office Coordinator
213.416.7519 | ngori@ccala.org | ccala.org
626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
Visit our data portal **DTLA Insights**

We are hearing that some members are not receiving our e-blasts (event & committee notices, CCAD). Please contact us if you have not heard from us in a while.

From: Natalie Gori
Sent: Thursday, June 13, 2019 2:59 PM
To: hannah.lee@lacity.org
Subject: Save The Date: Elected Officials Reception

Good afternoon Ms. Lee,

I hope your week has been great!

This year we are honoring all of the Elected Officials and we would love to have you attend as our guest. This year's event will be held on **Wednesday, August 14 from 5:30 pm – 8:30 pm** at La Plaza. Details attached, please see the fine print for public officials and employees on the bottom of the save the date.

Have a wonderful weekend!

Kind regards,

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Natalie Gori
Office Coordinator
213.416.7519 | ngori@ccala.org | ccala.org
626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
Visit our data portal **DTLA Insights**

**We are hearing that some members are not receiving our e-blasts (event & committee notices, CCAD).*
*Please contact us if you have not heard from us in a while.**

Attachments:

Elected Officials Reception Flyer.pdf	413 KB

CCA
CENTRAL CITY
ASSOCIATION
OF LOS ANGELES

ELECTED OFFICIALS RECEPTION

WEDNESDAY • AUGUST 14, 2019
5:30 – 8:30 PM

Come celebrate our city on a beautiful summer evening! We invite you to join our biennial reception honoring our elected officials for their commitment to Los Angeles. This outdoor event will feature delicious tastes from DTLA's leading restaurants, breweries and bars.

HONORING

CA STATE ASSEMBLY

MIGUEL SANTIAGO
Assemblymember

LA COUNTY BOARD OF SUPERVISORS

MARK RIDLEY-THOMAS
District 2

KATHRYN BARGER
District 5

LA CITY ATTORNEY

MIKE FEUER

LA CITY COUNCILMEMBERS

GIL CEDILLO
District 1

PAUL KREKORIAN
District 2

BOB BLUMENFIELD
District 3

PAUL KORETZ
District 5

NURY MARTINEZ
District 6

MARQUEECE HARRIS-DAWSON
District 8

CURREN PRICE
District 9

MITCH O'FARRELL
District 13

JOE BUSCAINO
District 15

***As of 6.25.19**

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Guests	$95

RSVP by August 8 at **ccala.org/eor2019**

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Invitations are non-transferrable. The law provides that officials and employees may have minimal appetizers and drinks provided at the event and as long as they do not stay for the full duration of the event, they do not receive a gift from CCA.

CCA
CENTRAL CITY
ASSOCIATION
OF LOS ANGELES

March 4, 2019

Council President Herb Wesson
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

Re: *March 6th City Council: Item 18-Mitchell v. City of Los Angeles*

Dear Council President Wesson,

Every year, the homeless count provides us with hard data to assess the region's performance at housing our most vulnerable population. No matter the results of this year's count, we can tell by the number of people living on the streets that the City of Los Angeles is still facing a humanitarian crisis. As Angelenos anxiously await the results of this year's homeless count, we want to highlight one of the most important issues related to homelessness that you and your colleagues on the City Council will be discussing: *Mitchell v. City of Los Angeles (Mitchell)*.

From September 2018 to February 2019, the City Council's Homelessness and Poverty Committee held three closed session discussions with representatives from City Attorney Mike Feuer's office regarding *Mitchell.*[i] At the public portion of these hearings, more than 100 speakers came to City Hall to let their representatives know how they feel about the case, demonstrating high public interest in this issue. Because the discussions were conducted in closed session and kept confidential, the public has not learned whether the City plans on settling the case – including possible settlement terms – or taking the case to trial. At the last committee meeting in February, the committee ultimately moved the matter to City Council without a recommendation.

As the legislative body for L.A., we are pleased that the full Council will soon be deliberating over this citywide policy issue. While there may be attempts to present *Mitchell* as a legal matter that will only impact Downtown L.A., we must recognize that as a false premise: it is a legal case that has far-reaching policy implications. The City is already involved in similar litigation in the Venice area, *Cooley v. City of L.A. (Cooley)*, and any action taken on *Mitchell* will impact *Cooley*, LAMC 56.11, "A Bridge Home" and certainly the entire city.

LAMC 56.11 & *Mitchell*

On March 14, 2016, *Mitchell* was filed by Legal Aid Foundation of Los Angeles (LAFLA) against the City alleging that LAPD had undertaken a mass policy of arresting homeless individuals in Downtown for quality of life offenses in order to confiscate and destroy their property.[ii] The case was filed at a time when the City had no regulations related to the use of the public right-of-way for maintaining personal property. This case is currently before U.S. District Judge S. James Otero with a pending court date of June 2019.

After years of policy work from the Council, on April 6, 2016, the City Council voted to approve a revision to LAMC 56.11 which placed a 60-gallon limit on personal goods in public areas, required 24-hour notice before any personal goods could be removed and mandated 90 days of storage of personal goods confiscated by the City.[iii] This revision of LAMC 56.11 created an approach that struck a balance between the twin goals of safeguarding individual property rights and providing accessible and safe sidewalks to the public. This was the City's first policy on how to manage personal property in the public right-of-way.

On April 13, 2016, Judge Otero issued a temporary restraining order in the *Mitchell* case. The timing was unfortunate, because it prohibited implementation of the revisions to LAMC 56.11 that the Council had just approved a week earlier in the Downtown area specified in *Mitchell*. This effectively eliminated the 60-gallon limit on personal goods for a part of Downtown.

On May 11, 2016, the City Attorney filed a motion for clarification of the temporary restraining order.[iv] The clarification was sought for two items: scope of the community caretaking exception when a person is arrested and the treatment of bulky items. LAFLA objected to the request for clarification.

The Court declined to rule on the scope because it "goes beyond simplifying clarifying the Order and instead asks the Court to rule on a complex issue of constitutional law." The City also asked for clarification to determine if it is permitted to confiscate and destroy bulky items pursuant to the revised LAMC 56.11 which allows for the immediate removal and destruction of certain items that cannot fit within a 60-gallon container. Tents, operational bikes, wheelchairs, walker or crutches are excluded from this list. The Court declined to clarify and stated, "To the extent that the City seeks a decision regarding the constitutionality of LAMC 56.11, it must do so in a setting that squarely raises that issue."

We commend the City Attorney for seeking clarification and understand Judge Otero's decision to defer these items. *Mitchell* is clearly setting the stage for litigation on LAMC 56.11 and if we settle with terms that are inconsistent, it will help make the case that 56.11 is unconstitutional. We believe LAMC 56.11 demonstrates the City's commitment to protecting people's property as well as their constitutional rights. We all agree that the medicine and family photos of a person experiencing homelessness should be protected, and LAMC 56.11 and the associated guidelines for implementation make that clear.

Concerns with *Mitchell*

Since the *Mitchell* injunction was issued in 2016, we have seen the conditions in Downtown steadily worsen. Piles of belongings entangled with trash and debris, creating unhealthy conditions, are a common sight. Worse yet, we now are experiencing a typhus outbreak throughout Downtown. **We firmly believe that every individual – including the most vulnerable – is entitled to the full benefit of the U.S. Constitution's protections. We believe that the injunction has created serious public health implications and applying a reasonable limit on personal goods will help create healthier conditions while still providing individuals with the Constitution's protections.**

The injunction effectively eliminated any limit on personal goods just for an area of Downtown. **This creates different standards for one neighborhood of L.A., which we believe is unconstitutional and sets the City up for further lawsuits.**

Due to the concentration of homeless residents and services in Downtown, there is the greatest need for a reasonable limit on personal goods in public areas. **If *Mitchell* is settled with no limit on personal goods in the area with the most homeless services, it is unreasonable to believe that any other part of the city would be able to have more restrictive standards.** *Mitchell* will establish the baseline for the entire city and that is why we feel strongly that settling *Mitchell* with no limits on personal goods except for specific bulky items would be even worse for the City than losing at trial. If the City loses at trial, there is always the ability to appeal to a judge who can provide a clear road map for the City to follow. **If the City settles the case, the only way to change the settlement terms is to return to the plaintiffs and seek agreement.** This is important to consider when using taxpayer dollars to fund litigation.

We are concerned that settling *Mitchell* would threaten the "A Bridge Home" program. This program is a good first step towards providing housing as a fundamental right in L.A. After El Puente, the first site in the program, opened in Downtown in September 2018, LAFLA submitted a letter outlining their next lawsuit arguing that enforcing LAMC 56.11 in special enforcement zones is unconstitutional. We are glad the Council will also be discussing this at the same meeting as the Mitchell discussion.

Settlement Terms

We believe a draft settlement agreement has been discussed among the City Attorney and members of the City Council. We are deeply concerned that it is being presented favorably as maintaining the status quo. We believe that is not true. We cannot have a settlement agreement that essentially codifies the *Mitchell* injunction, even if there is an attempt to limit the time period of its application. We can all agree that the inhumane conditions that exist today cannot continue.

A time-limited settlement agreement will tie the City's hands and dilute both the implementation and effectiveness of the City's recent comprehensive homelessness policies such as "A Bridge Home." Additionally, a settlement made with plaintiffs does not give the City any flexibility. If circumstances change, the City would have to go back to the plaintiffs for new terms instead of being able to go directly to a judge.

Requests

We ask you to consider the following recommendations when deliberating the *Mitchell* case.

- Our coalition of social service providers and community leaders submitted a letter last September to the City Council asking to **reject a Downtown-specific settlement.** We ask that you not single out Downtown and consider the inequality of treating people in one neighborhood differently.

- CCA is greatly concerned that the public has not had the ability to learn about the potential citywide implications of a proposed settlement of the *Mitchell* case. To that point, **we ask the Council to consider releasing a draft of the settlement terms to allow the public to weigh in before taking official action.** We believe this will elevate the public discourse on this important citywide policy matter and provide transparency while increasing accountability.

- When discussing settlement terms, we ask you to consider the following:
    - **Geography** – We should presume any settlement terms for one area would become citywide. This occurred with *Lavan v. City of L.A*. We need a solution that works for the entire city.
    - **Time** – Any time limits in a settlement will not work. It will be impossible to shift back once a standard has been set as evidenced by *Jones v. City of L.A*.
    - Any settlement terms need to be **consistent with city policies already in place**.

- **We ask that you consider *Mitchell* comprehensively and assess the impacts a settlement would have on not only Downtown, but the entire city.** L.A. has been mired in a cycle of lawsuits that has dictated the City's policy on homelessness. We support ending that cycle and enabling a more proactive, productive approach to homelessness. These lawsuits tie the City's hands in making policy and undermine the work that the Council has done to address homelessness. You've done significant work on Proposition HHH, Measure H, "A Bridge Home" and the revision of LAMC 56.11.

- The City Council and the City Attorney have the ability to **hire outside counsel to assist with *Mitchell* and related litigation including LAMC 56.11, "A Bridge Home", *Cooley*, and revision of LAMC 41.18 and we recommend that they do so***.* These are very complex matters that require a tremendous amount of time from City staff. We believe having additional resources will be beneficial to the City to develop a comprehensive strategy and provide a more complete picture of how these items relate to one another.

- **The City has the ability to present LAMC 56.11 to a court and ask for a constitutional review.** The City Council may consider asking the City Attorney to do this in order to prepare for challenges related to "A Bridge Home."

- Due to *Martin v. City of Boise* the City has restricted enforcement of LAMC 41.18 (a) and (d) and suspended enforcement of LAMC 41.18 (b) and (c). **The City needs to make LAMC 41.18 consistent with LAMC 56.11 by allowing sleeping in tents from 9 p.m. to 6 a.m. and other amendments.**

Conclusion

CCA is committed to working collaboratively to end homelessness and fully supports constitutional protections for all people. Downtown is home to the most supportive services, housing, and shelter options for people experiencing homelessness, but we can and should do more. The Refresh Spot, El Puente and The Bin are all examples of good work that we support. We stand ready to work to end this humanitarian crisis. Thank you for your consideration.

Sincerely,

Jessica Lall
President & CEO
Central City Association

Cc: The Los Angeles City Council
Mayor Eric Garcetti
City Attorney Mike Feuer
Chief Michel Moore, LAPD
The Honorable S. James Otero

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[i] https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=18-0751

[ii] https://www.clearinghouse.net/detail.php?id=15286

[iii] http://clkrep.lacity.org/onlinedocs/2014/14-1656-s1_ORD_184182_4-11-16.pdf

[iv] https://www.clearinghouse.net/detail.php?id=15286

SAVE THE DATE

CCA
CENTRAL CITY
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ELECTED OFFICIALS RECEPTION

WEDNESDAY • AUGUST 14, 2019 • 5:30 – 8:30 PM

Come celebrate our city on a beautiful summer evening! We invite you to join our biennial reception to honor our city and county Elected Officials for their contributions to enhance the vibrancy of Los Angeles. This outdoor event will feature delicious tastes from DTLA's leading restaurants, breweries and bars.

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Premier	$55 | 5 complimentary tickets
Executive	$55 | 4 complimentary tickets
B.A.	$55
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Guests	$95

RSVP by August 8 at **ccala.org/eor2019**

Invitations are non-transferrable. The law provides that officials and employees may have minimal appetizers and drinks provided at the event and as long as they do not stay for the full duration of the event, they do not receive a gift from CCA.

CCA
CENTRAL CITY
ASSOCIATION
OF LOS ANGELES

November 14, 2018

Councilmember Jose Huizar
Chair, Planning and Land Use Management Committee
200 N Spring Street
Los Angeles, CA 90012

Re: Times-Mirror Square historic designation

Councilmember Huizar,

Established in 1924, Central City Association (CCA) is committed to advancing policies and projects that enhance Downtown Los Angeles' vibrancy and increase investment in the region. CCA represents more than 400 businesses, trade associations, and nonprofit organizations, and we are strongly supportive of projects that offer new housing options close to public transit, connect our neighborhoods, and activate our streets.

It's for this reason that we would like to express our opposition to the proposed historic designation of the 1973 addition to the Los Angeles Times building. CCA values the role that historic buildings play in the vitality and culture of a city, and we are proud to have championed the adaptive reuse ordinance that led to the preservation and restoration of many Downtown buildings constructed in the early 1900s. The 1973 addition to the LA Times, designed by William Pereira, does not contribute in the same way as these earlier buildings and should not be designated historic.

In addition, the Pereira addition on the west side of Times-Mirror Square is an unwelcoming structure that closes itself off to people on the street and detracts from the walkability of the Civic Center neighborhood. This 1973 addition also masks the beauty of the neighboring, original building on the east side of the block which was built in 1935 and we support for designation as a historic monument.

The redevelopment of the Pereira addition by Onni Group will open up the block with a pedestrian paseo, create new markets and retail space, and add hundreds of new residents who will help activate a part of Downtown that currently goes dormant after 5 p.m. This is especially important given the impending completion of the Regional Connector station being constructed just across the street at 2nd and Broadway. The Onni towers are also attractive in their own right, reflecting the façade of the 1935 Times building while complementing the glass-and-steel structure of the federal courthouse across the street to the west.

We do not believe the arguments made in support of historic designation of the Pereira additions have merit. Preserving them would have a negative impact on the walkable and vibrant future of Downtown. We urge you to oppose the historic designation of these buildings constructed less than 50 years ago and to allow the Onni proposal to proceed without additional obstacles to redevelopment.

Sincerely,

Jessica Lall
President & CEO, Central City Association of Los Angeles

cc: Councilmember Marqueece Harris-Dawson
Councilmember Mitchell Englander
Councilmember Bob Blumenfield
Councilmember Curren D. Price, Jr.
Vince Bertoni, Planning Director, Department of City Planning

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

ELECTED OFFICIALS RECEPTION

WEDNESDAY • AUGUST 14, 2019
5:30 – 8:30 PM

Come celebrate our city on a beautiful summer evening! We invite you to join our biennial reception honoring our elected officials for their commitment to Los Angeles. This outdoor event will feature delicious tastes from DTLA's leading restaurants, breweries and bars.

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...and more!

Invitations are non-transferrable. The law provides that officials and employees may have minimal appetizers and drinks provided at the event and as long as they do not stay for the full duration of the event, they do not receive a gift from CCA.

City of Los Angeles

CITY HALL
LOS ANGELES, CALIFORNIA 90012

May 31, 2019

Councilmember Greig Smith
City of Los Angeles, 12th District
200 N. Spring St., Room 405
Los Angeles, CA 90012

The Honorable Jim Beall, Chair, Committee on Transportation
State Capitol, Room 2082
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair, Committee on Public Safety
State Capitol, Room 5094
Sacramento, CA 95814

Re: **Opposition to AB 516 (Chiu) Authority to Remove Vehicles**

Dear Honorable Chairs:

I am writing to express my strong opposition to AB 516 (Chiu). This bill would negatively impact businesses and residents in my district and across the City of Los Angeles. While there is no doubt that retrieving a vehicle from impound can be expensive, other policies should be considered to address this issue. Severely curbing the ability of local jurisdictions to regulate their right-of-ways will only encourage scofflaw behavior, create blight and public health issues, as well as severely hamper the ability of law enforcement to identify owners of vehicles involved in crimes.

As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours. This prohibition would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions. In addition, this bill removes the ability of local governments to tow or immobilize vehicles with five or more unpaid parking citations, further reducing the City's ability to collect on parking citations and discourage scofflaw behavior.

In addition, this bill will prohibit the towing of vehicles with registration that is six months or more out of date. This will encourage individuals to stop registering their vehicles, and make it difficult for law enforcement to find the owners of vehicles involved in crimes. Vehicle registration is also a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws. Further, a portion of vehicle license fees is set aside for road reconstruction projects through SB 1. Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.

While well intentioned, AB 516 should not be advanced. If the legislature wishes to address the problems faced by low income drivers, other policies should be considered. As an example, the City of Los Angeles offers a program that provides parking citation payment plans for indigent individuals, and operates a program which allows individuals experiencing homelessness to pay their citations through community service or enrollment in a homeless services program. Programs like these would be better suited for this problem than removing all enforcement ability and encouraging scofflaw behavior.

Sincerely,

Greig Smith
City of Los Angeles
Councilmember, 12th District

cc: The Honorable David Chiu
Members, Senate Committee on Transportation
Members, Senate Committee on Public Safety
Los Angeles Senate Delegation

Subject: Fw: Ideas for a motion
From: Greig Smith <citycouncilguy@yahoo.com>
Date: 3/19/2019, 10:33 PM
To: Stephanie Uy <stephanie.uy@lacity.org>, Colin Crews <colin.crews@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>

----- Forwarded Message -----
From: Eric Rose <eric@ekapr.com>
To: Greig Smith <citycouncilguy@yahoo.com>
Sent: Tuesday, March 19, 2019, 6:59:12 PM PDT
Subject: Ideas for a motion

Maintain the Ability to Enforce Parking Laws Through Appropriate Towing

AB 516 (Chiu) purports to address the impacts of three categories of towing identified in "Towed Into Debt: How Towing Practices in California Punish Poor People" (Public Law Center, et al, March 2019). The report makes – as it acknowledges – conclusions and recommendations based on incomplete data and analysis. One of the report's conclusions that relates to AB 516 is: "Once a car is towed, many California families do not have the money to retrieve the car and cannot borrow the money." While this may be true, the cause of towing is not actually poverty, but the repeated, intentional acts of the vehicle owner/operator to not comply with specific parking and vehicle registration laws, as discussed below.

[the # is ~80% but need to confirm with LADOT or delete and say "Most…"; unclear if LADOT will provide the figure…]

Both state and municipal parking laws promote public safety and ensure fair and equitable access to on-street parking that supports the economy and our populace. Persons with five or more parking tickets are scofflaws who repeatedly and intentionally violate parking laws (California Vehicle Code Section 22651(i)). Scofflaws do not represent a significant proportion of parking citations issued in the City of Los Angeles. Over __% of vehicles cited for a parking violation are not cited again for another parking violation. The current threshold of towing for five or more unpaid parking citations means that a driver – regardless of his or her financial situation – did not simply make a mistake or two. It means he or she violated parking laws repeatedly (which is unrelated to poverty) and subsequently did not pay the associated fines.

Likewise, CVC Section 22651(o)(1)(A) allows for towing unregistered vehicles. A vehicle with an expired vehicle registration for more than six months has an owner that has intentionally decided not to comply with the law. It is not simply a late or delinquent payment and six months provides ample time to identify funds so that the registration can be paid or make alternative transportation arrangements. By not complying with vehicle registration requirements, vehicle owners also avoid having to provide evidence of vehicle insurance to the Department of Motor Vehicles. Lack of legally required vehicle insurance poses a public safety and financial risk to other motorists, cyclists, and pedestrians.

Finally, CVC Section 22651(k) authorizes the City Council to adopt 72-hour parking limits, as codified in Los Angeles Municipal Code Section 80.73.2. Vehicles parked illegally for more than 72 hours – regardless if they were parked legally for the first 72 hours – constitute an unfair utilization of on-street parking assets that should be available to the public at large, not just to an individual vehicle owner who intentionally breaks the law. In cases where the vehicle is inoperable and the reason the vehicle has not been moved is because the owner may not have the resources to pay for a repair, AB 516 would enable that owner to permanently occupy an on-street parking space and make that asset unavailable to the rest of the public in perpetuity. Such a vehicle that is not moved by the owner for an extended period of time becomes a de facto abandoned vehicle, a contributing factor to neighborhood blight and conditions identified by George L. Kelling and James Q. Wilson in their seminal essay “Broken Windows” (1982).

[decision point: include description of data analysis and report critique of City of Los Angeles?]

For context, the report highlights data analysis from eight of “approximately 20 different agencies” based on data supposedly received under the California Public Records Act (CPRA). The report does not base any of its analysis on the City of Los Angeles and speciously characterizes the City of Los Angeles as unresponsive. The report’s contributor organizations and staff all are well-funded and sophisticated. It is unclear why the report would be rushed if the City of Los Angeles and other agencies’ data was important. If the City of Los Angeles did not comply with the CPRA, as the report insinuates, the contributor organizations have the resources to secure any data that the City is legally required to provide.

Owning a vehicle is not a right and the City of Los Angeles is making extensive efforts to make the City more accessible and livable through expanded transit, cycling, pedestrian, and other transportation modes. Owning a vehicle comes with responsibilities, both legal and financial. Vehicle ownership has legally required costs (e.g. vehicle registration) and avoidable costs when the owner/operator behavior complies with parking laws (i.e. does not violate parking laws and/or pays citations in a timely manner when they do).

AB 516 (Chiu) may be a well-intentioned bill that attempts to address the financial impacts of some categories of towing, but it actually creates unwarranted incentives and rewards for scofflaws and lawbreakers that will result in negative impacts on the broader community.

I THEREFORE MOVE that Council adopt an OPPOSE position on AB 516 (Chiu) related to changes to California law that would reduce the City of Los Angeles’ ability to tow the vehicles of scofflaws and lawbreakers.

Subject: Re: Fw: This legislation will hurt LA
From: Erich King <erich.king@lacity.org>
Date: 3/19/2019, 9:59 AM
To: Greig Smith <citycouncilguy@yahoo.com>
CC: Stephanie Uy <stephanie.uy@lacity.org>, Colin Crews <colin.crews@lacity.org>, Eric Moody <eric.moody@lacity.org>

On it

Erich King
Legislative Deputy
Office of Councilmember Greig Smith
Community Service Center: 818-882-1212
City Hall: 213-473-7012

e: Councilmember.Smith@lacity.org | w: cd12.org

On Tue, Mar 19, 2019 at 9:56 AM Greig Smith <citycouncilguy@yahoo.com> wrote:

> Lets get on this
>
> ----- Forwarded Message -----
> **From:** Eric Rose <eric@ekapr.com>
> **To:** Greig Smith <citycouncilguy@yahoo.com>
> **Sent:** Tuesday, March 19, 2019, 8:49:59 AM PDT
> **Subject:** This legislation will hurt LA
>
> Greig,
>
> The proposed legislation by Assemblymember David Chiu to “eliminate poverty-related towing.” The OPG’s can’t oppose this because it will be viewed as self-serving. I hope the City will oppose this legislation. Can you imagine the outrage from residents if the City can’t tow motorhomes or cars that are parked for more than 72 hours? Below is the press release that Assemblymember Chiu put out. I am also attaching the “fact sheets” he issued.
>
> Can I draft a motion for your consideration to have the City oppose this bill?
>
> **PRESS RELEASE**

For Immediate Release

March 18, 2019

Jen Kwart, jennifer.kwart@asm.ca.gov, 714.749.2001 (Chiu)

Assemblymember David Chiu Introduces Bill to Eliminate Poverty-Related Towing

Legislation ensures towing is conducted to improve public safety and traffic flow rather than as a debt collection tool that harms low-income people

SAN FRANCISCO—Assemblymember David Chiu (D-San Francisco) introduced a bill today that seeks to end towing practices that harm low-income people. Assembly Bill 516 would eliminate towing conducted as a debt collection tool to compel payment for unpaid parking tickets or expired vehicle registrations.

“Taking someone’s car away for the sole reason of collecting a debt is not going to help that person pay that debt,” said Assemblymember Chiu. “Towing should be used to ensure proper traffic flow and public safety, not to push poor people further into poverty.”

For the tens of thousands of middle- and low-income Californians who have had their vehicles towed every year, it is more than a stressful, expensive inconvenience. A vehicle tow can lead to not only the permanent loss of a car, but also the loss of employment, access to school and medical care, and for some, their only shelter.

In California, it typically costs a minimum of $500 to retrieve a car that has been impounded. If the car was towed in order to collect a debt such as unpaid parking tickets or vehicle registration fees, the owner must first pay off those debts and cover daily vehicle storage fees before they can pay to get their car back from a tow yard, which can approach $1,500.

Many people do not have the means to pay for such large costs. A recent federal report showed that 40 percent of Americans lack the savings necessary to cover an unexpected expense of $400. As documented by *Towed Into Debt*, what this often means is a tow can lead to the permanent loss of a car by the original owner.

When a car owner is unable to pay debts or towing fees, the local government and towing company try to

> recover those debts by selling the car at a lien sale. However, the costs associated with the tow, storage, and lien sale fees are often far greater than the amount the vehicles are sold for. Data from municipalities around California show that towed vehicles are usually sold for an average of $2,000 less than what it costs to tow and store the vehicles.
>
> In San Francisco, half of all vehicles towed for debt collection are sold at lien sales, meaning that half of debt collection tows result in no debt collection. The inability to recover the true cost of the tow -- combined with the fact that a majority of debts are never collected -- makes towing as a debt collection tool incredibly ineffective.
>
> This results in a no-win situation for all parties involved. The car owner has lost one's largest economic asset and is pushed deeper into poverty. The tow yard owners must operate at a loss. The local government is unable to collect the original debt that caused the tow.
>
> AB 516 seeks to eliminate the three most common types of poverty-related tows that disproportionately impact low-income people and result in financial losses for local governments and towing companies. Specifically, the bill would prohibit tows where the owner has five or more unpaid parking tickets, where the car registration is more than six months out of date, or where a car has been legally parked for over 72 hours. These tows harm low-income people far more than those with the means to pay parking tickets and registration fees.
>
> This bill leaves intact two dozen other statutory grounds that a local government can rely on to tow a car, ensuring that localities are still able to enforce traffic laws and maintain public safety.
>
> Additionally, if AB 516 is enacted, many other enforcement mechanisms will remain to ensure that Californians who are able to afford to pay parking tickets and registration fees are compelled to do so. Local agencies and state government would still be able to intercept tax refunds, suspend a person's license, enter a civil judgment against an offender, or use bank levies and wage garnishments to compel a person to pay parking tickets and vehicle registration.
>
> The ACLU of California, Lawyers' Committee for Civil Rights, and Western Center on Law and Poverty are co-sponsoring AB 516.
>
> "California's existing towing practices push people deeper into poverty, while doing nothing to benefit local governments," said Maya Ingram, Legislative Attorney with the ACLU of California. "It's time California put an end to this cruel and devastating practice."

> “Half of Americans can’t afford an emergency $500 expense, but cities across California regularly saddle low-income people with thousands of dollars in unconstitutional towing fees,” said Elisa Della-Piana, Legal Director of the Lawyers’ Committee for Civil Rights. “These tows violate the Fourth Amendment by robbing people of their ability to get to work - and often their only financial asset - solely on the basis of economic status.”
>
> “Towing is an unnecessarily harmful way for local governments to enforce non-safety related laws,” said Mike Herald, Director of Policy Advocacy of Western Center on Law and Poverty. “It is the equivalent of using a sledgehammer to crack an egg.”
>
> AB 516 is expected to be heard in policy committee in April.
>
> ###
>
> *Assemblymember David Chiu (D–San Francisco) is the Chair of the Housing & Community Development Committee of the California State Assembly. He represents the 17th Assembly District, which encompasses eastern San Francisco. Learn more at: https://a17.asmdc.org/*

Subject: Re: Urgent Motorhome Update
From: Colin Crews <colin.crews@lacity.org>
Date: 5/23/2019, 9:14 AM
To: Ed Arensdorf <EArensdorf@unitedroadtowing.com>

Understood, Ed. Thanks for letting us know.

Colin Crews
Senior Field Deputy
Neighborhoods FIRST, Director
Office Of Councilmember Greig Smith
City Hall: 213-473-7012
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e: Councilmember.Smith@lacity.org | w: CD12.org

On Thu, May 23, 2019 at 9:00 AM Ed Arensdorf <EArensdorf@unitedroadtowing.com> wrote:

> Gentlemen; we've run into an unexpected situation that has required me to put motorhome towing on indefinite hold (except evidence, stolens and blocking driveways/intersections). We are currently scheduled through June 10th which we will honor but any new requests that come through will be informed that we are on hold indefinitely. The scrap yard that normally accepts our motorhomes put us on hold beginning back on Saturday May 4th when we brought 2 to them and they wouldn't let us drop them, they made us turn around and bring them back to our yard. In further discussions I found that due to a problem they had with AQMD and DTSE at their Long Beach port yard and their Sun Valley location we were put on hold from bringing them any through last Friday May 17th.
>
> This couldn't have come at a worse time since it just so happened that I had an unusually high amount of junk slips and lien sales that had cleared to where I had 15 ready to go to the crusher. Last Friday my scrap yard contact called me and told me that I could bring them 3 everyday this week to get me caught up. From last Thursday to Monday I had an additional 5 that needed to go to the crusher making my total 20. We brought them 3 Monday, which was met with some resistance,

> and then 2 more on Tuesday, when I received a call to stop and hold off until today. Today he told me that they cannot take any until Tuesday after the holiday. By then the number in my yards ready to go to the crusher will be 23. And keep in mind, I have 11 more scheduled to come to impound, and of course I still need to leave some room for any evidence, stolens and blocking driveways.
>
> I apologize for the situation but it is completely beyond my control. I will continue doing everything I can to resolve the problem. Please let me know if you have any further questions or concerns.
>
> E Arensdorf
>
> Edward Arensdorf
>
> General Manager
>
> Keystone/Ross Baker Towing
>
> www.keystonetowing.com

Subject: Re: Urgent Motorhome Update
From: Ed Arensdorf <EArensdorf@unitedroadtowing.com>
Date: 6/14/2019, 3:36 PM
To: Benjamin Jones <30236@LAPD.online>, "brian.hartman@lacity.org" <brian.hartman@lacity.org>
CC: Eric Rose <eric@ekapr.com>, Colin Crews <colin.crews@lacity.org>, "Richard Maguire" <RMaguire@unitedroadtowing.com>

Good afternoon; we've made a lot of progress in the last few weeks now that we're finally able to get motor homes moved to the recycler and as long as things continue as they are we should be good to go moving forward. Fingers crossed of course because we still don't have a 100% permanent solution with them We are going to start scheduling to tow motor homes again the week of June 24th. If you have any further questions please let me know, thanks.

E Arensdorf
Edward Arensdorf
General Manager
Keystone/Ross Baker Towing
www.keystonetowing.com

From: Ed Arensdorf <EArensdorf@unitedroadtowing.com>
Sent: Thursday, May 23, 2019 9:00 AM
To: Benjamin Jones <30236@lapd.online>; Brian Hartman <brian.hartman@lacity.org>
Cc: Eric Rose <eric@ekapr.com>; Colin Crews <colin.crews@lacity.org>
Subject: Urgent Motorhome Update
Importance: High

Gentlemen; we've run into an unexpected situation that has required me to put motorhome towing on indefinite hold (except evidence, stolens and blocking driveways/intersections). We are currently scheduled through June 10th which we will honor but any new requests that come through will be informed that we are on hold indefinitely. The scrap yard that normally accepts our motorhomes put us on hold beginning back on Saturday May 4th when we brought 2 to them and they wouldn't let us drop them, they made us turn around and bring them back to our yard. In further discussions I found that due to a problem they had with AQMD and DTSE at their Long Beach port yard and their Sun Valley location we were put on hold from bringing them any through last Friday May 17th.

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E Arensdorf
Edward Arensdorf
General Manager

Keystone/Ross Baker Towing
www.keystonetowing.com

Subject: PRA Request - Correspondence with Orgs
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 7/16/2019, 12:13 PM
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We have received a Public records request to conduct a search of all email accounts and devices for communications to several organizations.

To make it easier for everyone follow these steps exactly (NOTE: There are two parts requiring you to capture the emails as well as attachments)

PART 1:

1. In your gmail search bar, copy and paste the full search command below:

{"ekapr.com" "lachamber.com" "ccala.org"}

2. In box at upper left click to select all

3. You've only selected everything on this page you need to continue to select or deselect all items dated in 2018 & 2019

4. After entire search is selected click on the label icon at the top of the window

5. Create new label titled "Organizations PRA - (Your name)"

6. All searches should be moved to that label which will appear in file column to the left.

7. In upper right corner Click the 9 tiled box. Then Click "Account"

8. To the left of the new page, click "Data and Personalization"

9. Scroll slightly and click "Download Your Data"

10. On the new page click "Select none"

11. Then scroll down to Mail in the alphabetized list and switch to on.

12. In drop down from Mail Choose "Select Labels" and then select your "Organizations PRA - (Your Name)" -- make sure all other items are DESELECTED

13. At the bottom of the page click "Next."

14. Choose your preferred delivery method (Drive or email-- I chose email) , and click on "Create archive."

15. When the archive is created it will be emailed to you as a zip file or placed in your drive.

16. Download final zip file to your desktop and attach and send to me as a REPLY TO THIS EMAIL

PART II

1. On your desktop right click to create a new folder: name it "Organizations PDFs - (Your Name)"

2. Return to your gmail page

3. Go into the label/folder for Organizations PRA.

4. Emails with attachments will be denoted with a paper clip on the right side. Individually enter those emails and open the attachments.

5. Print the attachments as pdfs and save to your "Organizations PDFs - (Your Name)" Folder

6. When all attachments have been saved to your desktop folder, zip the file and send to me.

--

Colin Sweeney
Communications Director
Office of Councilmember Greig Smith
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ASSEMBLY BILL 516 (CHIU)

ELIMINATING POVERTY TOWS

SUMMARY

AB 516 prevents lower-income Californians from permanently losing their cars because of towing conducted for non-public safety reasons by local governments seeking to collect minor debts.

BACKGROUND

Discovering your car is missing from a parking place is incredibly stressful. But while having your car stolen is extremely distressing, for many Californians, finding that your car has been towed can be just as much - if not more - of a nightmare.

Tens of thousands of middle class and lower-income vehicle owners suffer devastating economic consequences every year in California when their cars are towed and impounded. Cities and counties across California typically require owners to pay, at minimum, $500 to retrieve a car from a tow yard. If the car was towed because the owner couldn't afford to pay parking tickets or vehicle registration fees, the owner must first pay off these tickets or fees, any late fees, and often a release fee before they pay the tow yard's fees, which can substantially increase the total cost.

The car owner must also pay the tow yard's daily storage and other fees. For lower-income individuals who need time to secure this large sum, daily storage fees can easily balloon the cost of retrieving a car to $1,500 or more, which is insurmountable for too many. For example, a Californian making minimum wage makes approximately $96 per day, meaning the cost of a tow exceeds two weeks' pay.

When a car owner can't afford to pay all the fines and fees associated with their tow, the city and tow company will try to recover the costs by selling the car in a lien sale. Everyone loses in that situation. The car owner loses their vehicle forever, leading to a cascade of negative repercussions and a push even deeper into poverty. Tow companies lose as well, as the revenue from a lien sale is unlikely to cover the cost of towing, storing, and the sale. And cities fail to recover the debt they sought to collect.

THE PROBLEM

Towing should be conducted to improve public safety, not to punish people by collecting small debts. For example, tows should be done to ensure proper traffic flow -- such as when a car blocks an intersection, poses a danger to other cars or pedestrians, or blocks access to fire hydrants or bus zones -- or for critical public safety reason, such as if a person drives impaired.

Conversely, the economic consequences of a tow are especially punitive when a car is towed to collect small debts. According to a March 2019 report by legal service and community organizations, *Towed Into Debt: How Towing Practices in California Punish Poor People*, there are three "poverty-related tows" used by local governments to collect small debts that have disproportionately impacted middle- and lower-income Californians:

- Tows for 5 or more unpaid parking tickets
- Tows where the car registration is more than 6 months out of date
- Tows where a car has been legally parked for 72 hours on a public street without being moved

People who have unpaid parking tickets, lapsed vehicle registration, or 72-hour parking violations are far more likely to be low-income. These circumstances are usually avoidable for people who have enough income to easily pay fines and fees, or can pay for private parking. If a person lacks sufficient income to pay outstanding tickets and lapsed registration, towing a vehicle only compounds an existing untenable financial situation.

THE SOLUTION

AB 516 addresses this issue by eliminating the three types of "poverty-related tow" previously mentioned. AB 516 leaves intact over two dozen existing authorizations for towing.

California's existing towing practices don't work for anybody. Lower income people suffer a devastating loss when they permanently lose their cars and their ability to get to work, school, and the doctor or to their job. Tow yards lose money when unclaimed cars have to be sold at lien sales. Local governments fail to recover the underlying debt.

SUPPORT

ACLU of California (Co-Sponsor)
Lawyers' Committee for Civil Rights of the San Francisco Bay Area (Co-Sponsor)
Western Center on Law and Poverty (Co-Sponsor)

FOR MORE INFORMATION

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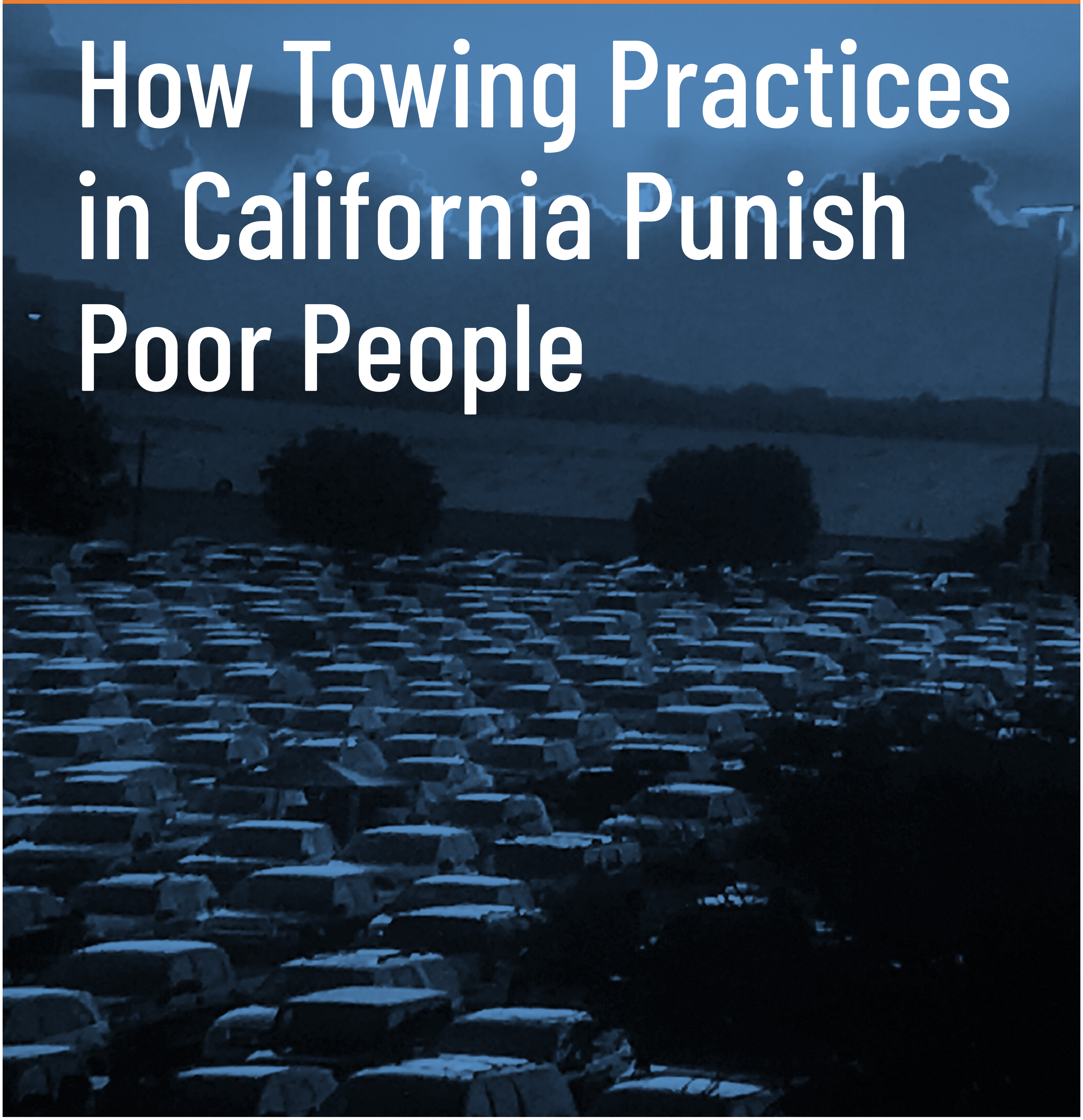
TOWED INTO DEBT:

How Towing Practices in California Punish Poor People



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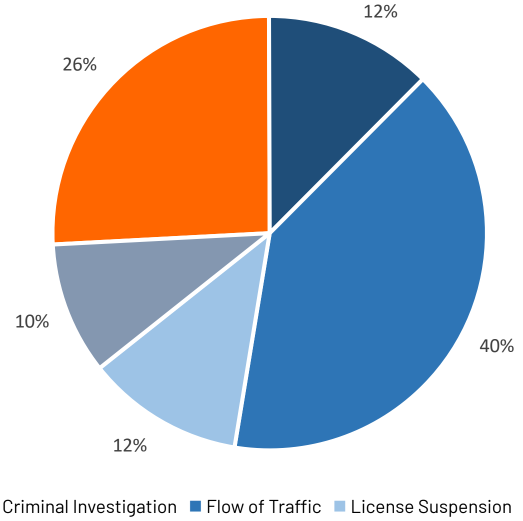
INTRODUCTION

Returning to your parking place only to find your car is missing – and has been towed by the city – is a terrible surprise in the best of circumstances. Your car will be held hostage until you make the inconvenient trip to the tow yard and pay astronomical fees to get your own car back. For people who are low income, however, the consequences of a towed vehicle can be devastating. The cost to retrieve a car after a city-ordered tow is out of reach for many. Thus, for many Californians, a vehicle tow means the permanent loss of their car and, along with it, the loss of employment, access to education and medical care, and, for some, their only shelter. Nonetheless, local governments throughout California regularly tow vehicles for relatively minor offenses: outstanding parking tickets, lapsed vehicle registration, and remaining parked in one place for more than 72 hours. Despite constitutional limits on the government's ability to seize a vehicle in these non-emergency situations, cities routinely tow legally parked cars that pose no threat to public safety. The actual and consequential costs to California are too high to allow towing to be anything other than a tool to protect the public. By these measures, California's current policies are not working.

This report reveals the current overreach of government towing in cities across California. After reviewing and analyzing data on government-ordered tows (not including private tows) new data and research show that:

- **The scope of the problem is significant: in just one month in Los Angeles alone, government agencies towed 9,400 vehicles and sold 2,500 towed vehicles. In 2016, the City of San Francisco ordered more than 42,000 tows and sold more than 5,300 vehicles at lien sales. Analysts estimate that public agencies in California towed nearly one million vehicles in 2016.**
- **The most minor reasons for tow are some of the most common, and have the most devastating results. Statewide, over one fourth of tows are conducted just because the owner had unpaid parking tickets, lapsed registration, or parked in one place for 72 hours. Vehicles towed for these reasons are 2-6 times more likely to be sold at lien sale than the average towed car.**
- **In San Francisco, 50% of vehicles towed for unpaid parking tickets and 57% of vehicles towed for lapsed registration were sold by the tow company, while only 9% of all vehicles towed were sold.**
- **Getting a car back after a tow is expensive. As a result of all the add-on and administrative fees, the average price people must pay after a debt-collection tow is over $1,100.**
- **Tow fees are often unfair. Daily storage rates at California tow lots are at least twice as expensive as the daily rate at parking garages in the same part of town, and in some cases, up to twelve times higher than market rates.**
- **Cities are losing money on tows, especially when the reason for the tow is someone's inability to pay government fines and fees. Towed vehicles sold at lien sale in San Diego generally accrue over $3,000 in fees and fines, but the average sale price for these vehicles is about $565.**

ESTIMATED GOVERMENT-ORDERED TOWS STATEWIDE BY REASON FOR TOW (2017)



Estimated based on weighted analysis of eight California cities. See Appendix.

After the demonstrations in Ferguson, Missouri, in 2015, courts, opinion-makers, and politicians are increasingly listening to what advocates and organizers have been saying for a long time. When governments target people of color and low-income people for minor violations, when they fund their programs by charging unreasonable fines and fees for these minor violations, and when they punish people because they can't afford to pay, it is unconstitutional, unfair, and ultimately, counterproductive. Towing has become part of this nationwide problem: cities are taking cars as a means of municipal debt collection, causing economic devastation over a few parking tickets.

There are numerous ways in which California towing policy could be improved, to better hew to the principle that government should only take private property from its constituents when it is necessary for public safety. This report provides an overview of reasons for municipal tows in California, how the current towing system works (and doesn't), and the cost of municipal towing to local governments and to Californians who lose their vehicles. After reviewing data from cities and counties across the state, and interviewing hundreds of clients, community groups, and legal service providers, this report shows that towing fines and fees are too expensive for most Californians and that cities lose money when they tow cars that are safely parked. It then focuses on three unfair and counterproductive reasons for towing someone's car: (1) tows for unpaid parking tickets; (2) tows for unpaid or overdue registration; and (3) tows for parking longer than 72 hours in one spot.

These three types of tows are not the only way that current policies are flawed, but they are the most blatantly problematic. Of more than 30 allowable reasons for government tows in the state Vehicle Code, these "poverty tows" are three of the least serious. They do not promote public safety. They comprise a significant portion of tows statewide: approximately 26 percent based on an analysis of eight California cities. And people are most likely to lose instead of recover their vehicles when they are towed for these reasons, meaning these tows are both the costliest for taxpayers, and have the worst impact on vehicle owners.

With simple changes in policy and practice, California could make tows about public safety, and end tows that punish and disproportionately harm low-income Californians.

MARY LOVELACE

Mary Lovelace is an interior designer who relied on her vehicle to visit her clients' homes. She was laid off from her job and struggled to pay the bills. While she was out of work, she received parking tickets she couldn't pay. As a result, the city booted and then towed her car, charging over $500 in boot and tow fees. Ms. Lovelace eventually needed at least $1,800 to retrieve her car. Because she could not afford this cost, the tow yard sold her car at auction and filed a lien against her for the balance, damaging her credit. The city, after towing her car and causing severe trauma in her life, never collected any money Mary owed from the tickets. Without a vehicle, it became impossible to find a new job as an interior designer, and Ms. Lovelace found her options restricted. She declared bankruptcy, remains unemployed and is still without a car needed to do her job.

MIGUEL

Miguel is 74 years old, uses a walker, and relies on his partner to care for him. Together, they live on Miguel's monthly benefits of $910. In 2018, they were evicted from their apartment and began living in Miguel's vehicle. The vehicle registration on Miguel's car lapsed after he was unable to pay the fines from traffic tickets, and the County of Los Angeles placed a hold on the vehicle. While Miguel was at a medical appointment, his car was towed from the county hospital's parking lot. When he could not pay the cost of the parking tickets, registration, towing and storage fees, the vehicle was sold at auction, and he received a $1,674 deficiency bill from the towing company. With the help of a county social worker, Miguel and his wife got temporary housing. But, without his car, he has no way to get to his medical appointments or look for permanent housing.

Mary Lovelace and Miguel's stories are typical of what happens to tens of thousands of low-income Californians every year. They lose the car that they depend on solely because they cannot afford to pay for the high cost of towing related to parking tickets, DMV registration, or simply because they left their car parked on a street for too long. In an attempt to get people to comply with minor traffic laws, California imposes draconian punishments that far exceed the offense. Worse yet, the punishment is ineffective as a debt collection tool and leads to outcomes for all parties that are unproductive and avoidable. We can do better.

PART ONE: TOWS AND LIEN SALES IN CALIFORNIA

I. TOWING IS TOO EXPENSIVE FOR CALIFORNIANS

Middle-class and low-income vehicle owners suffer devastating economic consequences when their cars are towed and impounded. Cities and counties across California typically require vehicle owners to pay about $500 to retrieve a car from a tow yard. If the car was impounded because of unpaid parking tickets or expired registration, the vehicle owner must pay the tickets or registration fees before retrieving the car, which can **substantially increase** the total cost. All these fees and fines along with the daily storage fees from the tow company can easily balloon the cost of retrieving a car to $2,500 or more. According to a recent federal report, 46% of American adults lack the savings necessary to cover an unanticipated expense of $400 or more.[1] An unexpected impound can be one of those unanticipated expenses. Thus, for many vehicle owners, a single impound may put their car out of reach for good: they will not be able to pay to retrieve their car from the tow lot, and the car will be sold.

TABLE: AVERAGE TOWING FEES IN CALIFORNIA[2]

TYPE OF FEE	AVERAGE FEE
Tow Fee	$189
Storage Fee	$53/day
Administrative Fee[3]	$150
FEES AFTER THREE DAYS[4]	**$499**

ADDITIONAL COSTS TO RECOVER VEHICLES TOWED FOR DEBT COLLECTION[5]

CITY	AVERAGE PARKING CITATION FEE	PARKING CITATION LATE FEE	MINIMUM ADDITIONAL COST OF DEBT-COLLECTION TOW
Los Angeles	$68	$68	$680
Modesto	$33	$41	$370
Berkeley	$47.40	$80	$637

ADDITIONAL COSTS TO RECOVER VEHICLES TOWED FOR LAPSED REGISTRATION

- DMV registration fees (varies based on vehicle value)
- DMV late registration fees ($20 to $100)
- Traffic fine and fees for driving with expired registration (approximately $288)
- Civil assessment for failure to pay traffic ticket ($300 if imposed)

The fees that a vehicle owner pays to retrieve an impounded car generally fall within three categories: (1) fees associated with the tow; (2) storage fees (which increase daily); and (3) administrative fees associated with the release of the vehicle. These fees are in addition to the outstanding parking or registration fees that must be paid before retrieving the car. If a vehicle owner does not have the money to pay these ever-increasing fees within 30 days of the tow, the car can then be sold at a lien sale, often for a fraction of its value. The City of San Francisco waives its $283.75 administrative fee and three days of storage fees for low-income drivers, but does not waive its $229 towing fee or any subsequent storage fees. The authors are unaware of any other city that waives any portion of their towing fees for low-income drivers.

A person working full time at minimum wage in California makes approximately $96 per day, before taxes.[6] This means the average cost of one tow in California is more than a week's worth of pay for many Californians.

LOS ANGELES TOWING FEES[7]

TYPE OF FEE	FEE
Towing Fee	$133
City Release Fee	$115
Storage Fee[8]	$45.65/day
Mileage Rate	$7.50/mile
MINIMUM COST AFTER THREE DAYS	**$384.95**
MINIMUM COST AFTER ONE WEEK	**$567.55**
MINIMUM COST AFTER TWO WEEKS	**$887.10**

MODESTO TOWING FEES[9]

TYPE OF FEE	FEE
Tow Fee	$225
Storage Fee	$55/day
Administrative Fee	$160
Vehicle Release Fee[10]	$120
MINIMUM COST AFTER THREE DAYS	**$670**
MINIMUM COST AFTER ONE WEEK	**$890**
MINIMUM COST AFTER TWO WEEKS	**$1,275**

SAN JOSE TOWING FEES[11]

TYPE OF FEE	FEE
Basic Towing Service Fee	$215
Towed Vehicle Impound Release Fee	$122
After Hours Gate Fee (if applicable)	$85
Storage Fee[12]	$87.50
MINIMUM COST AFTER THREE DAYS	**$599.50**
MINIMUM COST AFTER ONE WEEK	**$949.50**
MINIMUM COST AFTER TWO WEEKS	**$1,562**

Retrieving a car from a tow lot is not only too expensive for many people, but it also can be prohibitively time-consuming, requiring vehicle owners to take time off of work or school to bounce from office to office to obtain the necessary paperwork. If a car is impounded for expired registration, the vehicle owner must run through an obstacle course of bureaucracy before they can go to the tow yard to pay for the car's retrieval. First, the vehicle owner may only become aware the car was impounded after they call the police to report the car was stolen. Once they realize the car was impounded for expired registration, the vehicle owner must go to the DMV to renew their registration. *Then*, the owner often must go to a local police department or transit authority to have a "hold" removed, and *then* the owner must go to the tow yard to get their car back. Statewide, the average wait time at DMV field offices is about seventy minutes, but this can easily double in busy offices.[13] Police department tow desks that process holds are often closed on weekends, posing challenges to vehicle owners who work or attend school during the week.[14] Vehicle owners who need to resolve outstanding parking tickets before retrieving their car may face a similar challenge. The tickets may be from different cities or counties, forcing the vehicle owner to take care of each ticket at a separate location, without the use of their car.

Meanwhile, every day that the car remains impounded, storage fees accrue. Many people have reported that they have begged, borrowed, and sold belongings to raise the money to pay tow-related fees, only to take the cash to the tow yard and find their efforts futile, because the tow bill has gone up. A Los Angeles Grand Jury report found that 32% of city-towed cars stayed on the lot for at least a week.[15] In San Jose two weeks of storage fees add an additional $1,225 to the cost of the tow. The ever-increasing fees create a Sisyphean challenge for cash-strapped middle and low income families.

Nor do the fees reflect the fair market value of the storage. Tow yards charge daily storages fees that are at least double, and sometimes twelve times the daily parking rate charged by commercial lots in the same neighborhood. A survey of 17 cities across California found that tow yards charge a daily storage rate that is an average of five times more than market rate parking.[16] Overall, the high cost of tows to vehicle owners means that when municipalities order tows, they are creating significant financial burdens for their residents.

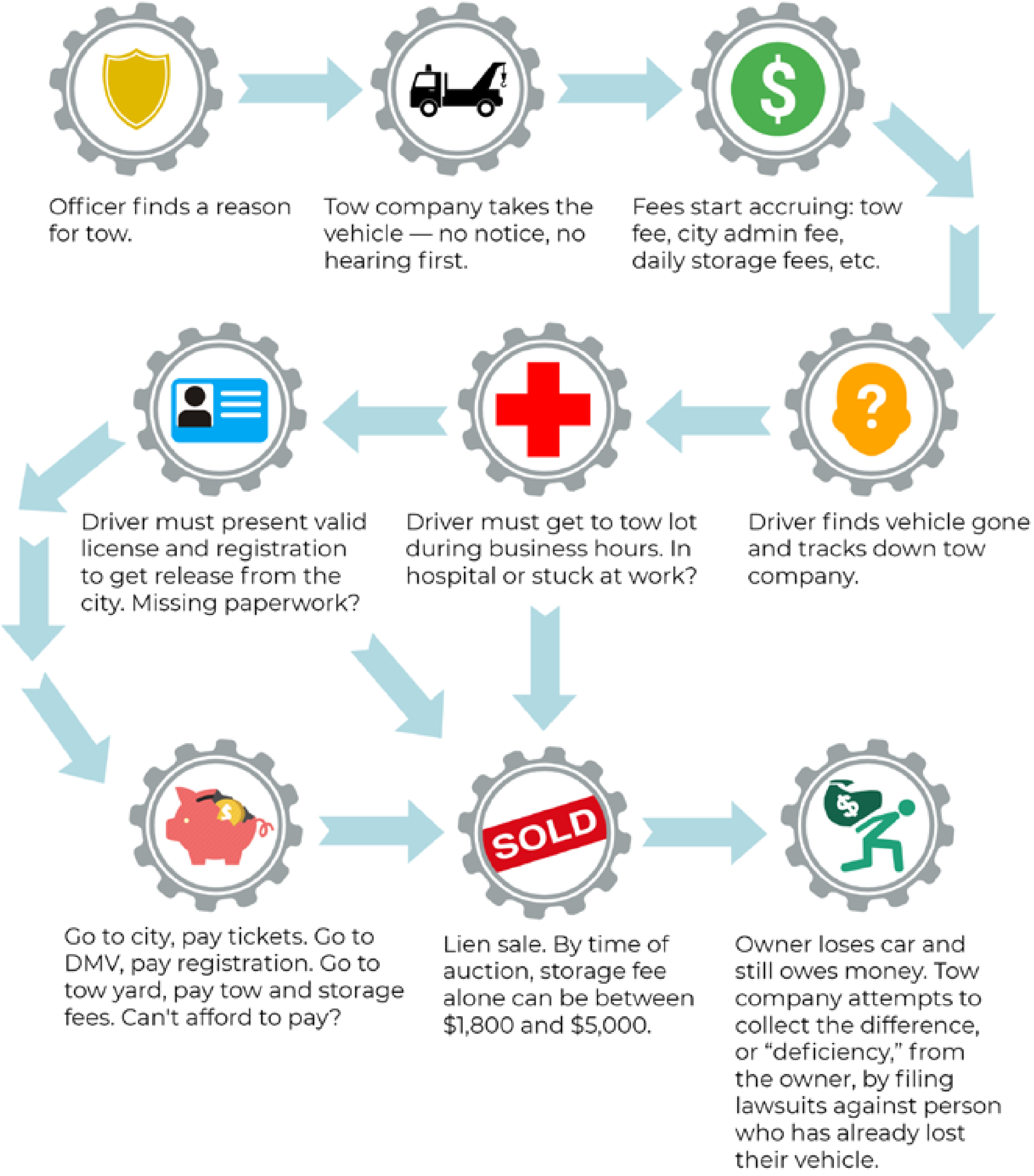
EXORBITANT STORAGE FEES

Across the state, cities and city-contracted towing companies gouge California drivers by charging storage fees that are on average five times greater than the daily rates charged at nearby parking lots. San Jose's towing providers charge the highest rate of the fifteen cities analyzed: $87.50/day. The average daily parking rate for nearby garages/lots is less than $10. In Oakland, the disparity is even more glaring. The tow company charges vehicle owners $85/day to store their impounded vehicles, but private garages nearby offer daily parking for only $7.

COMPARISON OF TOW YARD STORAGE FEES WITH OVERNIGHT PARKING RATES WITHIN 3.5 MILES

CITY	TOW-YARD DAILY STORAGE FEE	OVERNIGHT MARKET RATE PARKING	DAILY COST DIFFERENTIAL	PRICE-GOUGING RATE
Bakersfield	$50	$7	$43	7.1
Berkeley	$75	$14	$61	5.4
Chula Vista	$51	$16.50	$34.50	3.1
Fresno	$45	$7.40	$37.60	6.1
Garden Grove	$45	$11.20	$33.80	4.0
Huntington Beach	$60	$16.70	$43.30	3.6
Irvine	$43	$20	$23	2.2
Long Beach	$55	$18	$37	3.1
Los Angeles	$39	$8.50	$31	4.9
Modesto	$55	$10.40	$44.60	5.3
Oakland	$85	$7	$78	12.1
Oxnard	$40	$8	$32	5.0
Sacramento	$50	$10.40	$39.60	4.8
San Diego	$38	$11.10	$26.90	3.4
San Francisco	$58.50	$18.50	$40	3.2
San Jose	$87.50	$9.50	$78	9.2
Santa Ana	$55	$8.90	$46.10	6.2
STATEWIDE AVERAGES	**$55.87**	**$11.95**	**$42.91**	**5.2**

ANATOMY OF A POVERTY TOW



Officer finds a reason for tow.

Tow company takes the vehicle — no notice, no hearing first.

Fees start accruing: tow fee, city admin fee, daily storage fees, etc.

Driver finds vehicle gone and tracks down tow company.

Driver must get to tow lot during business hours. In hospital or stuck at work?

Driver must present valid license and registration to get release from the city. Missing paperwork?

Go to city, pay tickets. Go to DMV, pay registration. Go to tow yard, pay tow and storage fees. Can't afford to pay?

Lien sale. By time of auction, storage fee alone can be between $1,800 and $5,000.

Owner loses car and still owes money. Tow company attempts to collect the difference, or “deficiency,” from the owner, by filing lawsuits against person who has already lost their vehicle.

II. LIEN SALES ARE COSTLY AND INEFFECTIVE

FE BATLE

Lien sales often prevent people from working. Fe Batle has been homeless off and on for years, until she finally secured a spot in transitional housing. She thought that she caught her lucky break when she received a car as a donation. She immediately signed up to be a Lyft driver. Unfortunately, the car could not pass a smog test, and, therefore, she could not register the vehicle. While Ms. Batle was saving money for repairs, her car was towed because of its lapsed registration. She could not afford to get it back, and it was eventually sold at lien sale. In addition to losing her car, Ms. Batle will now have to remain on government-funded public benefits. When she first got her car, Ms. Batle felt like she had finally climbed to the top of a mountain. When she lost it, it was like rolling right back down.

Everyone loses when a government-impounded vehicle is sold at lien sale. For the owner, a lien sale means they have lost their car forever. This can lead to a cascade of negative repercussions discussed in Chapter III: lost jobs, fewer educational opportunities, and a higher risk of homelessness. But cities lose as well. By the time the car is sold, the city and towing company have already spent a considerable sum to tow it and to store it for at least thirty days. Lien sales themselves create additional costs: more paperwork, more DMV fees, and more staff hours. An analysis of thousands of vehicle tows and lien sales in multiple California cities suggests a simple conclusion: the revenue from a lien sale is unlikely to cover the cost of towing, storing, and selling a car. Vehicles towed for debt collection and lapsed registration—not for public safety—account for a disproportionate number of lien sales. Many of these losses, therefore, are unnecessary and avoidable. Cities are taking away many people's most valuable asset and, in all likelihood, *losing* money in the process.

A. THE COST OF LOCAL TOWING PROGRAMS

California law prohibits cities from charging a driver fees that are more than the actual cost of a tow.[17] Unless it violates the law, the most a city can expect with respect to tow and storage fees is to break even, and that would only be possible if every person whose vehicle was towed could afford to pay the full cost. However, evidence shows that a majority of Americans cannot afford to pay $500, which is less than the average amount required to recover a vehicle after a tow.[18]

Towing programs are expensive and resource-intensive for local governments of all sizes. The City of Garden Grove ordered approximately 6,500 vehicle tows between September 2015 and October 2018. The city estimates its personnel cost-per-tow as $326, resulting in a total expenditure of over $2.1 million during that time period. In 2017, the Los Angeles Department of Transportation and Los Angeles Police Department towed over 100,000 vehicles.[19]

San Francisco spends approximately $25 million annually on its towing program. This includes:

- Approximately $12.8 million in fixed and variable fees paid to the city's private contractor, AutoReturn, for the management and administration of the city's tow yards.
- Approximately $2.7 million to lease property for its downtown tow yard and its long-term storage lot in Daly City.
- Approximately $9.8 million in administrative costs for SFMTA's towing program, including labor costs for towing enforcement and post-tow hearings. (The city has projected that it will spend over $5 million in fiscal year 2018 for the salaries and benefits of the SFMTA employees that implement its towing program.)

B. COST RECOVERY AT TOW-YARD LIEN SALES

Towing companies must give 30 days' notice before selling any vehicle worth more than $500.[20] This means that tow yards usually incur the expense of 30 days of storage, plus the costs of auctioning a vehicle or selling it for parts, before a lien sale. As a result, vehicles that the owners do not, or cannot, retrieve, represent the most costly kind of tow.

GARY WELCH

Some people lose their vehicles at lien sale while hospitalized. In 2017, Gary Welch was suddenly hospitalized because of a brain hemorrhage. When he woke up in a Daly City hospital unable to leave his hospital bed, an administrator told him the city had ordered his car towed. He called the tow company to ask if they could release his car, but they refused to release it unless Gary paid $9,000 in fees. Even though Gary told them he was indigent and hospitalized, the city's tow company repeatedly harassed him with phone calls between Christmas and New Year's, demanding that he pay tow and storage fees. By the time he was released from the hospital, they had sold his car at lien sale.

In 2018, Gary was lucky to find legal assistance—legal services for tows are very limited across the state. The Lawyers' Committee for Civil Rights of the San Francisco Bay Area helped him file a claim against the city and tow company and a judge ruled that the city should not have towed and sold his car.

Nothing in state law guarantees that public agencies receive any portion of the revenue from lien sales, and the available evidence suggests that these sales impose a substantial drain on city and county budgets. While few cities track the outcome of vehicle tows, and even fewer track the results of lien sales, data from three diverse California municipalities shows that towed vehicles are usually sold for at least $2,000 *less* than the towing, storage, and lien fees that have accrued.

AVERAGE SALE PRICES AND ACCRUED FEES (SOLD CARS) IN SAN DIEGO (2016-18)

REASON FOR TOW	AVERAGE FEES DUE	AVERAGE SALE PRICE
Debt Collection	$3,271.13	$797.17
Registration	$3,184.79	$495.67
72 Hour Ordinance	$3,206.33	$487.92
Criminal Investigation	$2,865.33	$553.02
Flow of Traffic	$3,145.66	$498.02
ALL REASONS	**$3,134.65**	**$566.36**

As the table above demonstrates, the average price of a vehicle sold at lien sale in San Diego is about $560. At the point of sale, however, the owners of these cars have accrued an average of about $3,100 in towing, storage, and lien sale fees. A similar trend holds in San Francisco, where the average price for vehicles sold at lien sales is just over $700. While San Francisco does not track the exact amount of fees owed on vehicles sold at lien sale, most drivers whose car was towed, stored for thirty days, and then sold at auction would owe at least $2,600 in fees.[21]

TOWING, STORAGE, AND LIEN SALE FEES IN SAN FRANCISCO[22]

TYPE OF FEE	AMOUNT
Administrative Fee	$283.75
Towing Fee	$229.00
Transfer Charge	$32.50
Storage Fee (first 24 hours)	$50.75
Storage Fee (subsequent 29 days)($60.75/day after first 24 hours)	$1,761.75
Lien Initiation Fee[23]	$35.00
Lien Completion Fee[24]	$35.00
Auction Fee[25]	$166.50
TOTAL FEES TO BE COLLECTED AT LIEN SALE	**$2,594.25**

Therefore, in San Francisco, like San Diego, the average towed vehicle is likely sold for about $2,000 *less* than the city hopes to collect from its owner.

Cities are likely to lose money on lien sales regardless of whether and how a city contracts out its towing program. Some cities may structure their towing programs to pass the risk of loss on lien sales to contracted towing operators. But, even under these contracts, cities are unlikely to recover the resources they spend ordering and administering vehicle tows because under state law, contracted towing companies have priority to recover their tow and storage costs *before* any remaining proceeds are passed to the municipality that ordered the tow.[26] When the lien sale proceeds are insufficient to cover the towing company's costs, the municipality receives nothing.

More lien sales likely lead to higher tow fees. Indeed, some municipalities appear to have raised administrative fees to offset losses from lien sales. For example, in 2018, the City of Garden Grove increased its administrative vehicle release fee from $120 to $150 because it was recovering only a portion of its towing costs.

San Francisco's towing budget suggests a similar trend. The analysis above suggests that the city loses money – hundreds, and perhaps thousands, of dollars – with every vehicle sold at lien sale. San Francisco's analysts, however, maintain that the towing program recovers 87% of its total annual costs, meaning that it recovers about $22 million of its $25 million annual budget through fees and lien sales. In the 2017 fiscal year, the city sold more than 6,100 towed vehicles and released 33,067 towed vehicles to their owners. It seems very likely, therefore, that San Francisco made up for some of its lien sale losses by charging higher fees on the released vehicles.

Whether or not charging one vehicle owner for the cost of another person's tow is legal, it is not the only — or best — way for a city to reduce towing costs. As discussed in Chapter IV below, if cities eliminated tows for non-urgent reasons that are not related to public safety, it would disproportionately reduce the number of costly lien sales, likely saving money for both cities and vehicle owners.

III. VEHICLE TOWS HAVE A DEVASTATING IMPACT ON THE LIVES OF CALIFORNIANS

For many Californians whose vehicles are towed, the financial impact can continue long after the car is recovered, or more often for low-income people, after the car is sold to pay off the towing fees. If a person does manage to scrape together the money to get their car back, the direct cost of the tow exposes those without a financial cushion to an economic shock from which they cannot easily recover. If they don't get back their vehicle — often the most significant asset they have—this loss can be devastating. As illustrated by each of the Californians who shared their story for this report, the economic ripple effect of a tow and the resulting loss of a vehicle too often means the owner and their family lose access to employment, school, medical care, and even housing.

A. TOWING AND LIEN SALES LEAVE A DIRECT FINANCIAL IMPACT THAT DOES NOT END WHEN THE IMPOUND ENDS

California's municipal towing programs assume an upper-middle-class safety net that does not exist for most people. A single tow can immediately set a family back hundreds of dollars. If the owner cannot get the car back, the fees can pile up, day by day, until the total bill is over $2,500. This kind of unexpected expense is simply devastating for low-income Californians. A quarter of American households have difficulty saving any money in most months.[27] Forty-six percent of Americans would struggle to cover an emergency expense of $400.[28] Sixty percent of Americans experienced a large unexpected financial shock in the past calendar year, and almost half had not recovered from that shock six months later.[29]

For many facing these charges, there is no other option than to lose the vehicle to a lien sale. But as Miguel's story — detailed on page 6 — illustrates, that often does not address the direct financial impact of the tow because the proceeds from the lien sale too often do not cover the costs of the tow. When that happens, the towing company can still seek to recover the rest of the towing and storage bill. So for Miguel, even after a towing company sold his car in a lien sale, he faced a deficiency bill of $1,674. And if an individual owes money on parking tickets, that debt also does not go away when the car does. Like any consumer debt, the resulting debt from the lien sale can lead to wage garnishment and have a negative impact on a person's credit for seven years.

Continued debt after a tow can also be exacerbated by car lenders who repossess the vehicle and call in the loan, rather than have the car sold at a lien sale. This leads to new charges, in addition to the loss of the vehicle. Mr. H's car was towed for unpaid parking tickets. While it was impounded, his car lender repossessed his vehicle. The lender then sought immediate payment of the vehicle's entire loan balance, plus $3,742.50 as "the costs of repossession." The insult to Mr. H's injury has driven him further into debt.

B. VEHICLE IMPOUNDS SIGNIFICANTLY IMPACT LOW-INCOME WORKERS' ECONOMIC PROSPECTS

Beyond the direct financial impacts of towing and lien sales, the loss of a vehicle can have far-reaching economic consequences for low wage workers and their ability to earn a living. Having regular access to a vehicle is one of the biggest factors in determining who will prosper in our economic system and who will be shut out of it. One survey of California residents found that respondents identified a lack of access to reliable transportation as the second biggest immediate barrier to employment, behind reliable child care.[30] Another study indicated that car ownership plays a bigger role in getting a job than having a high school diploma.[31]

A vehicle can make it easier to find work. One study suggested that unemployed people with access to cars were more likely to find a job and leave welfare than individuals without vehicles,[32] potentially because private vehicles increase the number of jobs which a person can physically access.[33] Some jobs and even professions also require access to a vehicle, as Ms. Lovelace's story on page 6 illustrates. As an interior designer, she needed a car to transport samples and visit clients' homes. When she lost her car, she could not find a job as an interior designer again. She was shut out, not only from a job, but her entire profession.

Having a vehicle also correlates with keeping a job if a person has one already. One study found that workers with access to a car were almost twice as likely to remain employed over a full 18 to 24 months period than workers without a car, even after leaving the examined welfare program.[34] Another study examining employment rates in Fresno found that cars not only help people *become employed, but also help workers to stay employed.*[35]

Finally, access to a car not only divides those who can get a job from those who cannot, and those who can keep their job from those who will lose it, it may also impact how much someone earns at their job. In one survey of people who were given a loan for a vehicle when they were struggling financially, half of respondents increased their gross monthly income, with an average increase of 8.2 percent in wages.[36] Over one-third of respondents saw an increase in their income of over 10 percent.[37] In another study, researchers found that car ownership actually had a higher correlation with higher wages than a Latinx person's citizenship status.[38]

Having access to a car has proven to be much more useful to workers than access to public transit.[39] Despite efforts by urban planners and public transit agencies, far too few communities in our state have reliable access to a strong public transportation system. Even where there is public transportation, it is often slow and inconvenient.[40] As a result, drivers in many regions have access to a wider variety of jobs and can make themselves available for longer hours.[41]

This translates into real economic differences for car owners and those who rely on public transportation. One survey of low-income residents of Los Angeles showed that earnings rose as commuting distance increased, but those who used public transit to commute suffered a "commuting penalty."[42] In other words, drivers' earnings can be higher than those who used public transit.[43] In another study, researchers found that under some circumstances access to a car can help workers achieve a 40-hour work week, in some cases translating into nearly nine additional hours of work per week, and drivers with the same position can earn between $0.70 and $2.06 more than those who take transit in hourly wages.[44]

THE GIG ECONOMY

The recent trend in California towards the "gig economy"[45] illustrates the need for a car. More and more low-income people are relying on income from part-time, on-demand positions as either their main source of income or to supplement other low-wage earnings. This source of income offers flexibility, but it usually requires access to a reliable vehicle. From driving for Uber, Lyft, and other ride share programs, to delivering food and groceries via Caviar, Postmates, and the other delivery services proliferating in urban areas, low wage workers often rely on their vehicles for this source of income. If their car is towed, they lose access to this income stream.

Mr. H's story illustrates this. He was living at a shelter in San Francisco when his car was towed because of overdue parking tickets. He could not afford both the tickets and the additional towing charges, plus the quickly compounding storage fees and he lost his car. Since then, he has been delivering food for Caviar to get by. With no car, this means climbing the city's famous hills on foot. As a senior, this work is especially exhausting, and there is only so many deliveries he can manage every day.

C. IMPOUNDING A LOW-INCOME WORKER'S VEHICLE CAN NEGATIVELY AFFECT THEIR PUBLIC BENEFITS

When the state's towing and impound practices make it harder for people to find work, it also makes it harder for individuals to move off public assistance.[46] Those who entered welfare with both a car and a job were 41% more likely to keep their job and leave welfare in a timely manner than those who began with a job, but without a car.[47] And welfare recipients who gained access to a car after entering welfare may be up to twice as likely to get a job and leave welfare.[48]

On the other hand, losing a car not only makes it harder to transition off welfare and into employment, it can actually jeopardize an individual's access to these vital benefits. Adults in the state's CalWORKs program must work up to 30 hours a week or risk losing a portion of the grant. When a family on CalWORKS loses their car due to towing, they face the same struggles in meeting their work requirement that low wage workers face. This leaves families poorer and deepens childhood experiences of acute poverty.

D. LOSING A VEHICLE CAN NEGATIVELY AFFECT ACCESS TO EDUCATION

Losing a vehicle can also negatively impact educational and training opportunities for California children and adults. More than half of all school children in California ages 5-15 travel to school in a private vehicle.[49] In some counties like San Bernardino, Santa Clara and San Diego, that number is higher than 60%. And with the decline in neighborhood schools, more and more children live further away from schools than they did forty years ago—in 2009, more than a third of all school children in California lived more than two miles away from school.[50] But even amongst students who live within two miles of school, more than 50% arrive by private vehicle.[51] With so many families relying on private vehicles to transport their children to school, the sudden loss of a car could cause significant disruption to those children's education.

A lost car can also disrupt adults' access to education, which could help improve their economic situation. More than one quarter of low-income consumers in one survey reported that gaining a car led to educational achievement.[52] Conversely, losing a car can prevent people who are unemployed from gaining the skills necessary to compete in the workplace.

Santos Mehrara illustrates this experience. Mr. Mehrara is 36, homeless, and a disabled SSI recipient. However, he had a car, an asset that served as a lifeline that he used to commute to school. In 2017, the City of San Francisco towed Mr. Mehrara's car because he could not afford to pay for parking tickets. Mr. Mehrara managed to pay $700 to get his car back, thinking that his payment resolved the situation. Mr. Mehrara's vehicle was soon towed again. When he attempted to retrieve it, he discovered that he owed more than $2,000, an unpayable sum of money for a disabled resident on a low, fixed income. Mr. Mehrara lost his car and with it, the ability to commute to his classes.

E. LOSING A VEHICLE CAN LIMIT HOUSING OPPORTUNITIES

More and more jobs are being created in the suburbs, which effectively requires many low-income urban residents to drive a car to access those jobs.[53] Due to poor public transit options in the suburbs, many of those same jobs are also inaccessible to the suburban poor, a group which has grown three times as rapidly as the urban poor since 2000.[54] Meanwhile, the search for affordable housing is pushing the poor further and further away from job centers.[55] Today, less than half of all Americans live within a quarter mile of any sort of public transit stop.[56] Many low-income Californians without a car are thus left with the stark choice between housing they can afford and a job they can reach.

For Californians who need financial assistance to afford housing, losing their car can effectively shut them out of entire neighborhoods. For example, families who use a Section 8 voucher are less likely to successfully move to low-poverty neighborhoods if they do not have a car.[57] Section 8 recipients with a car can move to places with lower poverty.[58] These neighborhoods expose low-income families to far fewer carcinogens and other hazards,[59] as well as more work opportunities, and better schools.[60]

F. IMPACT ON INDIVIDUALS LIVING IN THEIR VEHICLES

With California in the midst of an affordable housing crisis, the same Californians most vulnerable to losing their vehicles due to their inability to pay tickets and registration fees are also those most likely to experience homelessness. As housing costs skyrocket throughout California, more individuals are turning to their vehicles to provide shelter. In Los Angeles, one third of the estimated 39,000 people who are unsheltered within the County's Continuum of Care live in vehicles[61]—almost twice as many as live in tents and other encampments.[62] Fifty percent of all children who are unhoused in Los Angeles County live in vehicles.[63]

For individuals unable to afford a traditional roof over their heads, a vehicle offers a level of security and stability that a tent or makeshift encampment simply cannot provide. Yet individuals living in their vehicles are often at risk of losing them because of unpaid parking tickets, lapsed registrations, and enforcement of the 72-hour rule. People who are homeless frequently have no other option than to park their vehicles on public streets and in public lots, where unregistered vehicles are subject to parking tickets and towing. A recent study by the Economic Roundtable in Los Angeles found that, although one-third of all homeless people live in their vehicles, only one-sixth of people who were homeless for over a year live in their vehicles.[64] In other words, after a year of homelessness, an individual was significantly more likely to be living in a tent than in a vehicle. The report linked this trend to the frequency with which unsheltered people lose their vehicles due to debt collection and registration tows.[65]

STEVE VENEGAS

In 2018, Steve Venegas lost his job and was evicted from his apartment. With no place to go, he began living in his car in the Koreatown neighborhood of Los Angeles. Although it was challenging to live in his car, he felt safe and secure, and his belongings stayed relatively clean and dry. But in quick succession, Mr. Venegas received a number of parking tickets for violating one of the many parking restrictions in the neighborhood. Without a job, he could not afford to pay the $68 tickets, and the city placed a hold on his vehicle registration. When his registration expired, he still could not afford to pay the over $800 in fines that had accumulated for his five outstanding tickets. So even though he paid his registration fees for 2018, the DMV would not renew his registration. In July, the city put a boot on his car. He managed to enroll in a payment plan and scraped together $650 to get the boot removed. But the following month, he could not make the next $375 payment that was due, and he defaulted on the payment plan. Still unable to register his car and without anywhere other than public streets to park, he kept getting parking tickets for failing to display current registration tags.

In November 2018, while he was sleeping in his car, parking enforcement officers came to tow it away. He couldn't pay the outstanding fees and wasn't allowed to enroll in another payment plan. In December 2018, the towing company auctioned the car off to collect its fees. Since then, Mr. Venegas has been living in a tent on the sidewalk, next to where he used to park his car. Living on the sidewalk during the wettest and coldest winter in decades has made it a daily struggle just to keep his belongings dry, let alone make himself presentable enough to look for a new job. But if he got a job interview, he would worry about leaving his belongings alone on the sidewalk, for fear that the Department of Sanitation would come and throw them all away.

When a person who is homeless loses their vehicle, the effects can be catastrophic. Many people living in vehicles are the working poor—individuals who are working full time, sometimes struggling to keep more than one job, and yet, because of the cost of housing, still unable to afford rent. Their vehicles provide not only transportation but also shelter. As discussed above, when individuals lose their vehicles, it can be that much more difficult to maintain steady employment and find a path out of homelessness. But if a person is living in their vehicle, the loss of a vehicle can compound these obstacles. After a tow, many people who were living in their cars wind up sleeping in tents or makeshift encampments on the sidewalk. Maintaining employment is nearly impossible. Other mundane yet critical tasks, from getting medical care to finding a place to take a shower, become even more difficult. In addition, living on the sidewalk, people are subjected to criminalization, the loss of their belongings to sanitation sweeps, violent attacks, and inclement weather.

ANNA MCNIFFE

Some municipal tows take money from funds meant for housing, to pay for tow fees. Anna Mcniffe, 65, had been living in her RV for a year in Malibu prior to the 2018 Woolsey fire. She left her RV to buy food for victims of the fire, but when she tried to return a little while later, the roads were closed, and she could not return to Malibu for a week. When she finally returned, she discovered her RV was impounded by Malibu Towing. In an attempt to retrieve her RV, she went to Malibu Towing with a form from the police department ordering the release of the RV, but Malibu Towing told her that fees had accumulated, and unless she paid them they were unable to assist her. Fortunately, Ms. Mcniffe was assisted by the Neighborhood Legal Services of LA County, who made it possible for Ms. Mcniffe to obtain a $2,500 grant from the County's homeless prevention fund. The County dollars paid for the towing and storage fees needed for the release of her home.

PART TWO: POVERTY TOWS

IV. GOVERNMENTS REGULARLY TOW CARS EVEN WHERE THERE IS NO PUBLIC SAFETY RATIONALE

Despite the devastating economic consequences of a tow, local governments regularly tow cars where it does not serve any public safety purpose, and where it unfairly targets low income people. There are numerous unfair tows across the state, including towing crime victims' vehicles and selling them while the victims are hospitalized, and towing cars when the driver has an expired license, even though there is a licensed driver who could legally and safely drive it away. Of the wide range of towing abuses, three reasons for tows rose to the top as important areas of concern, in both the anecdotal evidence and the data: 1) when a driver has five or more outstanding parking tickets; 2) when the car has expired registration; and 3) when the car is parked more in one place for than 72 hours. Collectively, these are "poverty tows," or non-urgent tows that disproportionately impact middle- and low-income Californians.

- Five or more parking tickets

Local governments can tow a car just because the owner has accrued five or more outstanding parking tickets.[66] If this happens, the owner cannot retrieve their car from the tow lot until they have paid all the outstanding parking tickets and late fees on the towed vehicle, all the outstanding parking tickets on any other car the person owns, *and all the towing and storage fees.*

- Unregistered vehicles or lapsed registration

Local governments can tow a vehicle that is not registered, if the registration has been lapsed for more than six months.[67] If this happens, the owner cannot retrieve their car until they have registered their car by paying all outstanding registration fees and penalties, as well as any outstanding traffic and parking tickets that may have led to a registration hold.[68] *Then the owner can pay the towing and storage fees to retrieve their vehicle.*

- 72-Hour Ordinances

Local governments can tow any vehicle that has been parked in thesame legal parking spot for more than 72 hours.[69] This particularly impacts people who do not have private offstreet parking — often because they cannot afford it. For people who are sick, traveling, hospitalized, jailed, or attending to other emergencies, the 72-hour law can be impossible to follow. There is anecdotal evidence that vehicles have been towed for 72 hour violations even when the vehicle owner is in or near the car at the time of tow; enforcement is not reserved for removing abandoned vehicles. To retrieve a car towed for a 72-hour violation, a vehicle owner must pay all towing and storage fees.

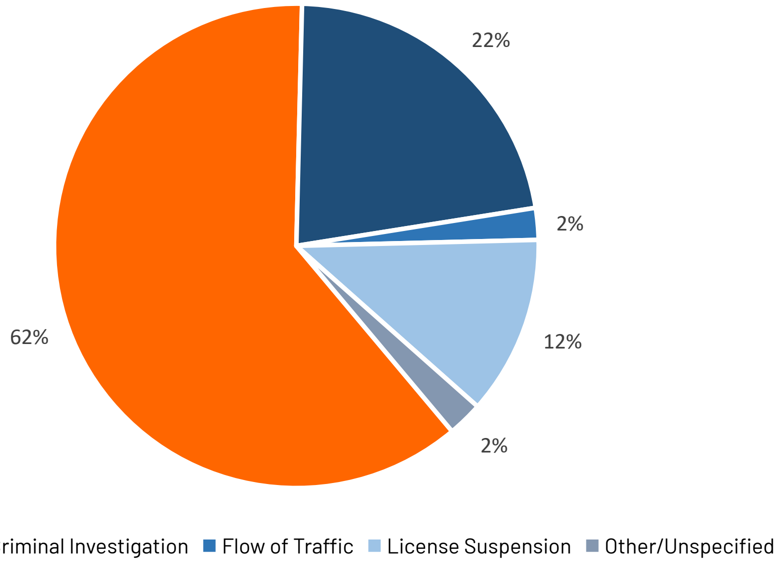
SUSAN LEFF

72-hour tows can harm people during medical emergencies. Susan Leff is currently an Assistant Public Defender in Nevada. When she was a young attorney, she worked in Stockton making a low salary while living in San Francisco. One day, she became sick and needed to go to the hospital. While she was recovering in the hospital, her motorcycle was parked for more than 72 hours and was subsequently towed. By the time she discovered what happened, she could no longer afford the tow and storage fees, despite her full-time job. As a result, the tow company sold her motorcycle; she lost it permanently.

A. TENS OF THOUSANDS OF TOWS EACH YEAR ARE NOT RELATED TO PUBLIC SAFETY

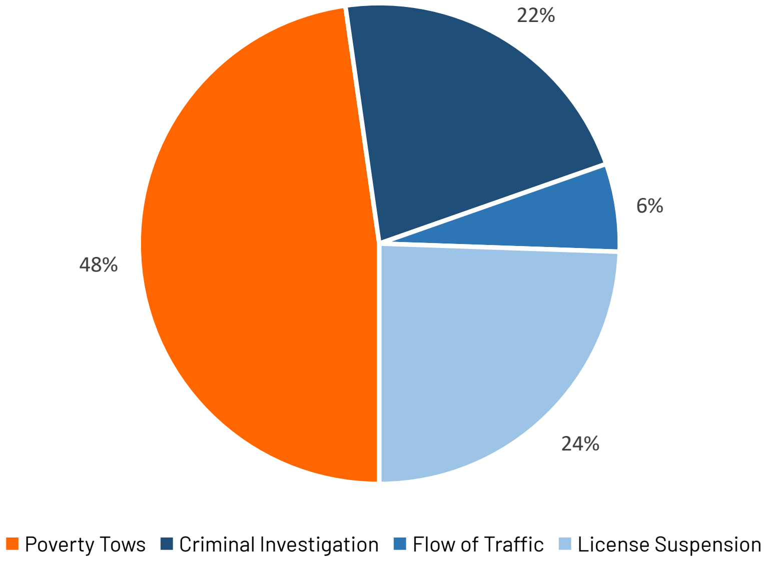
Unpaid tickets, expired registration, and parking for more than 72 hours combine to constitute a large percentage of impounds in California. Based on data from eight cities, analysts estimate that public agencies ordered more than 979,000 tows in 2016 and over 865,000 tows in 2017. They also estimate that 22 percent (in 2016) and 26 percent (in 2017) of these tows were based on one or or more of these non-emergency, non-safety related reasons. These poverty tows overwhelmingly impact low-income individuals and people of color,[70] often permanently stripping people of the thing that allows them to keep a roof over their heads.

REASONS FOR VEHICLE TOWS BY CITY OF SANTA ANA (2015-18)



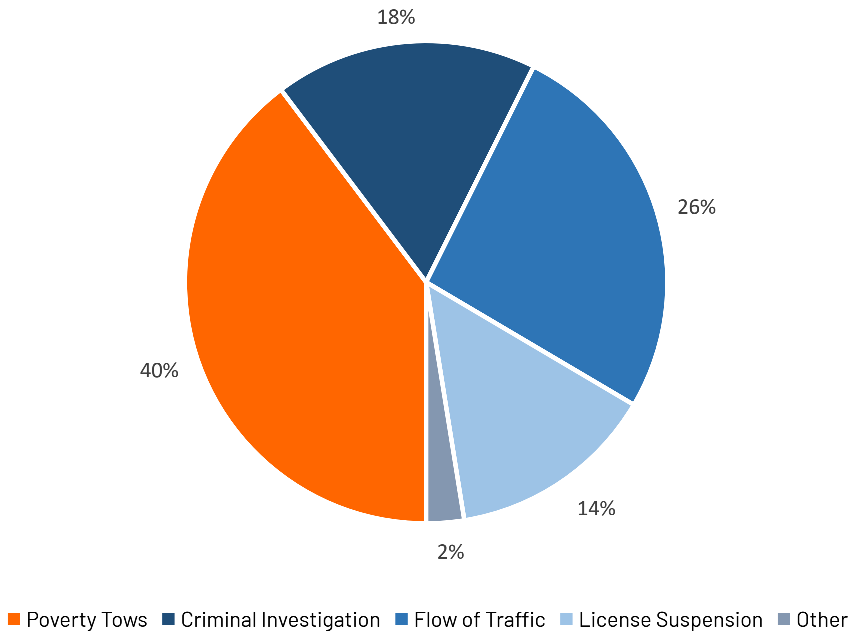
In some areas of California, poverty tows outstrip tows for each other reason. For example, in Chula Vista, lapsed registration tows account for over 31% of all vehicles towed and 72-hour tows account for more than 12%. By contrast, only 6% of all tows are related to maintaining the flow of traffic.

REASON FOR VEHICLE TOWS BY CITY OF CHULA VISTA (2017)



These trends are especially noticeable in many of California's major cities. In San Diego, for example, poverty tows constituted 40% of all impounds whereas flow-of-traffic impounds were the basis for only 26% of impounds.[71] The City of Oakland impounded roughly 36,500 cars between January 2016 and May 2018. Of these, 11,500 (31.5%) were impounded for having expired registration and just 5,780 cars (16%) were towed for posing a hazard to the flow of traffic.[72] And there is some evidence that the number of poverty tows are *increasing steadily. In the first seven months of 2017, the San Francisco MTA towed over 2,500 vehicles for either debt collection, lapsed registration, or both. But in the first seven months of 2018, the SFMTA towed nearly 3,400 vehicles for those reasons,* **a 33% increase.**

REASON FOR VEHICLE TOWS BY CITY OF SAN DIEGO (2016-18)



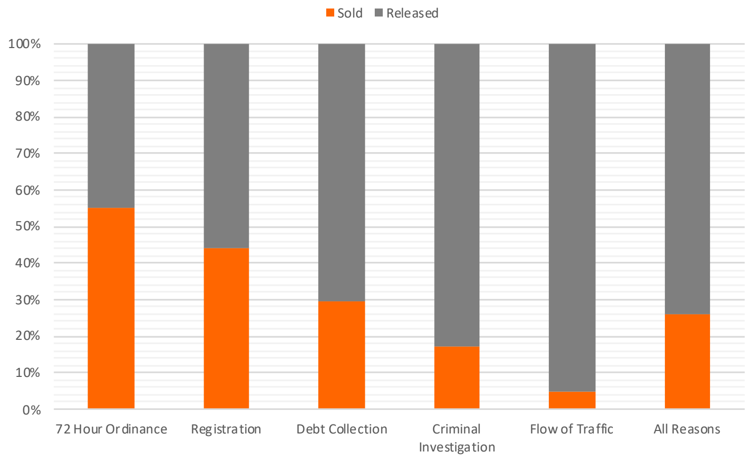
Statewide, **the California Highway Patrol is over 36 times more likely** to impound your car for poverty tows than for a criminal investigation. Almost 30% of the tows ordered by the California Highway Patrol were for expired registration, while less than 1% were for criminal investigations.

B. POVERTY TOWS DISPROPORTIONATELY LEAD TO LIEN SALES

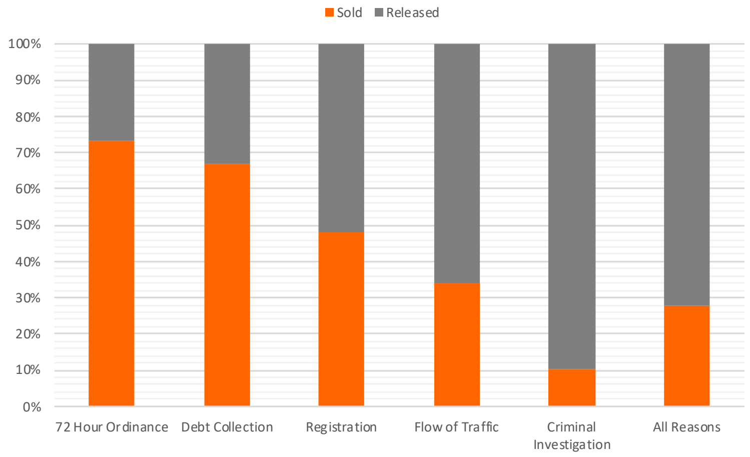
Logic dictates that people whose vehicles are towed for poverty-related reasons are less likely to have the financial means to retrieve the cars from the tow lot, and their cars are thus more likely to be sold at auction than vehicles towed for other reasons. The data demonstrates this to be true. In San Francisco, for example, half of all vehicles towed for debt collection are sold at lien sale, and 57% of registration tows lead to lien sales, even though only 9% of vehicles towed for all reasons were sold instead of recovered. The charts below show similar trends in San Diego and Riverside County.

In all three of the California municipalities that provided lien sale data, poverty tows were the top three reasons people lost their vehicles at lien sale. Even though they were not the top three reasons that vehicles were towed initially, and even though they are usually the least serious, least urgent reasons for tows in California, these tows are the most likely to permanently deprive Californians of their vehicles.

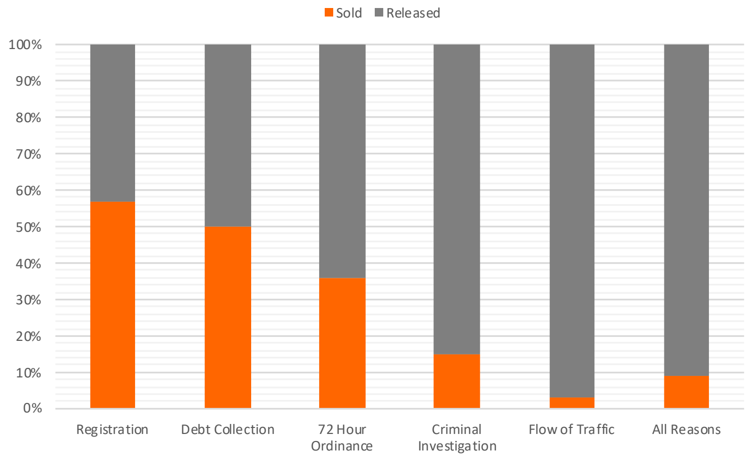
VEHICLES RELEASED VS. SOLD POST-TOW IN SAN DIEGO (2016-18)



VEHICLES RELEASED VS. SOLD POST-TOW IN RIVERSIDE COUNTY (2016-18)



VEHICLES RELEASED VS. SOLD POST-TOW IN SAN FRANCISCO (2005-17)



V. NO ONE WINS WITH POVERTY TOWS

The sheer volume of tows for non-urgent reasons, and the disproportionate number of lien sales that result, means that if local governments stopped towing vehicles for debt collection, lapsed registration, and 72-hour ordinances, they could dramatically reduce the number and cost of tow-yard lien sales.

A. POVERTY TOWS DRAIN MONEY FROM THE PUBLIC FISC

Governments lose money when they tow cars for poverty-related reasons. The reason governments lose money from poverty tows is that such cars are less likely to be retrieved from the tow lot, and more likely to be sold at lien sales – and as explained in Section II, tow companies lose thousands of dollars with every lien sale.

As the chart below illustrates, almost 70% of all vehicles sold at lien sale in San Diego were towed because of lapsed registration, unpaid parking tickets, or a 72-hour ordinance. During a roughly two-year period, the city sold approximately 12,000 vehicles; over 8,200 of these sold vehicles were related to poverty tows.

TABLE: TOWING AND LIEN SALES NUMBERS IN SAN DIEGO (2016-18)

REASON FOR TOW	NUMBER OF VEHICLES TOWED	PERCENTAGE OF ALL TOWS	NUMBER OF VEHICLES SOLD	PERCENTAGE OF ALL SALES
Debt Collection	2375	5%	702	6%
Registration	11263	24%	4950	42%
72 Hour Ordinance	4714	10%	2613	22%
ALL POVERTY TOWS	**18352**	**40%**	**8265**	**69%**

A similar trend holds in San Francisco. Records provided by the City of San Francisco, dating back more than ten years, track over 150,000 tows. Half of all vehicles that San Francisco towed for debt collection were sold at lien sale, and 57% of registration tows led to lien sales. Although these tows only make up about 9% of all vehicles towed, they make up **55% of lien sales**. During the same 10-year time period, the city sold about 14,100 towed vehicles at lien sale, and about 7,700 of these vehicles (55%) were towed for registration and/or debt collection. By eliminating these two types of tows, cities could drive down the number of lien sales. As detailed in Section II, this would make their towing programs significantly more cost-effective and could allow them to lower towing fees.

Additionally, using tows to coerce payments on parking ticket debt is often ineffective. First, it deprives many people of a necessary tool for their employment: their car.[73] If they cannot work, it is harder for people to pay.[74] Second, several studies have shown that when governments demand fines and fees that are too high for a person to pay, that person does not pay anything. In fact, people are more likely to pay—and governments can collect more overall—when the amounts due are reduced according to their ability to pay.[75]

B. POVERTY TOWS ARE UNFAIR TO LOW-INCOME PEOPLE

People who have unpaid parking tickets, lapsed vehicle registration, or 72-hour parking violations are likely to be low-income, as these circumstances are usually avoidable for people who have enough money to pay fines and fees or pay for private parking. Thus, when a government agency tows a vehicle for one of these reasons, it is often compounding already untenable financial circumstances.

It is easy to see how a law that allows an agency to tow a vehicle for unpaid parking tickets disproportionately impacts low-income drivers. Many low-income people fail to pay because they cannot afford the often-sky-high cost of these tickets.

It is also apparent that a person who is struggling financially could find themselves unable to afford the cost to register a vehicle.

There is also a less obvious link between unpaid parking tickets and lapsed registration. When a person gets a single parking ticket and cannot pay it, the agency that issued the ticket can put a "hold" on that person's vehicle registration with the Department of Motor Vehicles.[76] When that happens, the vehicle owner cannot register their vehicle until they have resolved all parking ticket fines and late fees, in addition to the vehicle registration fees.[77] If they cannot afford to pay, the registration lapses, and they can accrue even more parking tickets for failure to display valid registration tags. And of course, this cycle continues, as each new parking ticket can be reported to the DMV. This sends a person further down the spiral of debt. Five parking tickets later (or six months after the vehicle registration lapsed), the government can tow the car for outstanding parking tickets or expired registration (or both). Thus, for a low-income person, a single expired meter, misread parking sign, or forgotten street cleaning can too easily lead to a vicious debt cycle and permanent loss of their vehicle. In these instances, towing is not being used to address threats to public safety, but to coerce people to pay fines and fees. When that is impossible for a low income Californian to do, the coercion does not work as a collections tool, and it causes the often devastating loss of the person's vehicle.

In addition, in some circumstances, a registration violation is more likely to cause a tow than erratic or drunk driving. For example, if a person is pulled over for a registration violation, and they have an expired or suspended license, the officer can immediately order the car towed. In contrast, if a person is pulled over at a drunk driving checkpoint, or for smuggling illegal agriculture into California, and does not have a current license, the officer must allow the owner of a vehicle to have another person who does have a license to drive it away, saving the car from the tow yard.[78]

The rule permitting the government to tow any car parked on the street for more than 72 hours affects people in most income brackets in California – anyone can unwittingly leave their vehicle parked on the street for a few days and then return to find it towed. But this law hits low-income people particularly hard because low income people have less access to safe off-street parking, particularly in large urban areas. In many major cities in California, parking spaces are at a premium and many apartment buildings do not include parking spaces, or landlords charge hundreds of dollars for off-street parking. People who cannot afford off-street parking are at higher risk of leaving their vehicle parked on the street and violating the 72-hour rule.

ALTERNATIVE FORMS OF COLLECTING DEBT ON UNPAID PARKING TICKETS

Governments can collect unpaid parking tickets and registration fees without towing cars. Some other powerful tools they can use to collect debts owed to the government include:

- Governments can collect debt owed to them by enlisting the Franchise Tax Board to intercept tax refunds or lottery winnings.[79]
- If the person owes more than $400 in parking tickets, the agency can enter a civil judgment against the person for the amount of the tickets, the late fees, and court costs.[80]
- After a civil judgment is entered, the agency can use ordinary measures to collect debt, including bank levies and wage garnishments.[81]

C. POVERTY TOWS DISPROPORTIONATELY IMPACT UNHOUSED PEOPLE, IMMIGRANTS, AND PEOPLE OF COLOR

Towing and selling vehicles as a punishment for people who cannot pay municipal debts is linked to a long history of targeted enforcement against poor people and people of color in the United States. While many point to the abuses cited by the Department of Justice in the wake of the Ferguson uprising, the use of fines and punishments against African-American people in particular has far deeper historical antecedents. As Ruth Bader Ginsberg wrote for the Supreme Court in February 2019:

> ***Following the Civil War, Southern States enacted Black Codes to subjugate newly freed slaves and maintain the prewar racial hierarchy. Among these laws' provisions were draconian fines for violating broad proscriptions on "vagrancy" and other dubious offenses.***[82]

The Supreme Court cited this history in deciding that the Eighth Amendment Excessive Fines clause applied to a state seizing and selling a man's car after he was arrested.[83] Since Ferguson, there has been a growing recognition that (1) over-policing of minor offenses—particularly targeted enforcement—creates and exacerbates race inequality, and that (2) it is unjust for governments to impose fines and fees and then punish people who cannot afford to pay.[84]

The few available surveys on towing show discriminatory impact. In 2018, the East Bay Express reported on the towing crisis in Oakland and reviewed the towing details of over 26,000 tows. They mapped the data and found that the Oakland Police Department towed vehicles more often from neighborhoods in East Oakland, which are predominantly Latinx and Black communities, than anywhere else in its jurisdiction.[85] A survey of tows in Menlo Park showed disproportionate impact on Latinx drivers.[86] In San Francisco, the city sends MTA enforcement officers to respond to complaints about poor and homeless people parked in certain neighborhoods, dispatching officers and tow trucks to find out whether there are grounds to tow—usually for lapsed registration, unpaid tickets, or 72-hour violations.[87] Officers will tow even if the vehicle owner is there, despite the fact that they stop other MTA tows if the vehicle owner arrives.[88] Other studies and reporting have shown significant racial bias in traffic stops by law enforcement agencies in various parts of the state, many of which can lead to the towing of vehicles.[89]

While advocates requested towing data from jurisdictions that would allow a racial disparity analysis for places like Los Angeles, the Los Angeles Police Department, the Los Angeles Department of Transportation, and other agencies throughout the state either failed or outright refused to provide this information, making this kind of analysis impossible statewide.

MR. KELLY

Not just poor and homeless people are targeted for tows; sometimes it's also the people who help them. Mr. Kelly has spent the last 18 months helping unhoused people who are living in their vehicles in Oakland. When the City of Oakland would slap 72-hour notices on the cars of people living in their vehicles (ordering them to move a mile or face towing), Mr. Kelly would use his pick-up truck to help move any inoperable RVs and trailers out of the tow zone. One morning, when he came to help move some vehicles facing tows at 20th and Willow, he found that his own truck and trailer had been towed. "It was the first one they picked out," Mr. Kelly said. "I know they know my truck. Because many different times I've towed these 4-5 vehicles. They knew if they towed me first they'd have the rest, so that's what they did."

Where unnecessary towing practices lead to the loss of vehicles, this can exacerbate existing racial disparities in car ownership, transportation equity, and resulting economic opportunity. These disparities are well-documented in our state.

People of color are less likely to own vehicles, but are more likely to live in communities with inadequate public transportation systems. Empirical evidence suggests that, relative to white workers, Black and Latinx workers are already less likely to have stable access to a car,[90] and a lack of car access has been shown to contribute to the disparate rates of unemployment between white workers and workers of color.[91] There is also a significant racial disparity in terms of investment in public transportation, even though people of color are more likely to rely on public transportation. In Los Angeles, most residents who rely on public transportation come from low-income households and are people of color,[92] but investments in public transportation have historically ignored these communities. This lack of investment perpetuates racial inequality by diminishing individuals' access to economic opportunity and perpetuating racial segregation,[93] and it makes car ownership even more critical.

KING CITY TOWING SCHEME

A towing scandal in a small agricultural city in the Salinas Valley shows how poverty tows can enable targeted enforcement. In 2014, police officers in King City were arrested and charged with involvement in a corruption scheme involving the city's private towing contractor (Miller's Towing).[94] The officers alleged received kickbacks from the towing company in exchange for ordering tows based on minor infractions, such as expired registration.[95] According to city residents, officers targeted low-income Latinx farmworkers who could not afford to pay towing fines and fees and frequently lost their vehicles at auctions or lien sales.[96] A class-action lawsuit led to a $1.2 million dollar settlement for the victims of this scheme.[97]

Finally, towing policies create an additional economic barrier for immigrants. Approximately 20 percent of non-citizen immigrants earn poverty-level wages nationally,[98] and California has more immigrants than any other state.[99] Because immigrants are disproportionately likely to be low-income,[100] they are necessarily less likely to be able to afford the excessive towing and impound fees described in this report. Many may fear that interacting with government bureacracies in order to get their cars back will lead to deportation, and additional challenges related to immigration status.

MS. CRISPINA R.

For many people, including immigrants, even understanding how to get their car back after a tow is a challenge. Ms. Crispina R., a 35-year-old undocumented mother, immigrated to California from Oaxaca, Mexico in 2008. A Fresno Police Officer pulled her over in February 2019 because of expired registration tags and ordered that her car be towed. Before being pulled over, Ms. R was in the process of getting her van smogged, but the mechanic helping her advised Ms. R to drive the vehicle before work was complete. After her car was towed, she went to the police department to inquire about the location of her van, and the police provided her with a towing company's information. When she contacted the towing company, no employee spoke Spanish, leaving Ms. R unable to obtain further information about her van. Without her vehicle, Ms. R is unable to transport her five children to school and to their doctor.

California counties struggle to find solutions that adequately address decades of structural racism, disinvestment, and resulting inequality. As communities fight to address these deeply entrenched problems, one remedy that research has shown helps at the individual level is car ownership.[101] But the state's current towing practices that strip low-income people of their vehicles take away even this opportunity for economic advancement and increased racial equality.

VI. MANY POVERTY TOWS ARE UNCONSTITUTIONAL

The United States and California constitutions place important limits on our government's power to take people's property. Several recent court decisions—including by the United States Supreme Court—have underscored that there are only a few, limited circumstances in which towing vehicles is constitutionally permissible, and cities violate the Fourth, Eighth, and Fourteenth Amendments when they tow private vehicles otherwise.[102]

A. THE FOURTH AMENDMENT PROHIBITS WARRANTLESS TOWS

The Fourth Amendment of the U.S. Constitution prevents the government from unreasonably seizing a person's property: "The right of the people to be secure . . . against unreasonable searches and seizures, shall not be violated . . ." Warrantless seizures are "per se unreasonable."[103] This means that, before towing a privately owned vehicle, government agencies must either get a warrant, or meet one of the few exceptions to the warrant requirement.[104] These exceptions include seizures effectuated to stop a crime in progress, seizures conducted with owner consent, and seizures to ensure public safety. There is no exception to the general constitutional warrant requirement that permits governments to seize vehicles for debt collection.

California has also recognized the importance of ensuring that any towing of a vehicle complies with the protections of the Fourth Amendment. In 2018, the state legislature passed a law clarifying that "[a]ny removal of a vehicle is a seizure under the Fourth Amendment of the Constitution of the United States and Section 13 of Article I of the California Constitution, and shall be reasonable and subject to the limits set forth in Fourth Amendment jurisprudence."[105] The new law clarifies that tows without a warrant are constitutional only if they fall under one of the exceptions to the warrant requirement, "such as ensuring the safe flow of traffic or protecting property from theft or vandalism."[106]

Cities across California violate the Fourth Amendment when they tow cars without warrants just because the owner owes fines and fees, has not paid the vehicle registration fee, or has not moved their car for 72 hours. None of these rationales for vehicle tows are sufficient to justify a warrantless seizure under the Fourth Amendment. None are emergencies, none are crimes, and none implicate safety concerns.

A San Francisco delivery driver—Sean Kayode—recently became one of the first people to challenge debt collection tows under the Fourth Amendment. His car was towed because he owed money for parking tickets. Mr. Kayode was homeless, and without his car, he could not work to save money for housing. In October 2018, a federal court in California ordered the City of San Francisco to give Mr. Kayode his car back because the City's tow of the car raised serious questions under the Fourth Amendment.[107]

B. THE DUE PROCESS CLAUSE OF THE FOURTEENTH AMENDMENT REQUIRES ADEQUATE NOTICE AND OPPORTUNITY TO CONTEST A TOW

The Constitution prohibits a state from depriving "any person of … property, without due process of law."[108] At the core of the Due Process guarantee of the Fourteenth Amendment is pre-deprivation notice—some advance warning that the government is going to take your property— and a meaningful chance to challenge the deprivation before it happens.[109] In the context of vehicle tows, courts have recognized that people have an important right in continued possession of their cars, and that the government's seizure of a person's car causes significant hardship.[110] Because cars are so important to people's daily lives, courts have required that governments must give people notice *before towing vehicles and must provide vehicle owners a reasonable opportunity to contest the tow or to show that towing the car would be illegal or unconstitutional.*[111] The only exceptions to this general rule include emergencies, situations in which notice would defeat the point of the tow, and situations in which the interest at stake is small relative to the burden that giving notice would impose.[112]

Throughout California, however, local governments seize and tow cars without providing any advance notice of the impending tow, and without providing the owner with any opportunity to contest the tow in advance, or to show that towing the car would be illegal or unconstitutional. Although local governments do permit an owner to request a "tow hearing" after the tow has already occurred, those hearings are essentially shams. Hearing officers regularly refuse to consider whether the tow violated the constitutional rights of the vehicle owner, and regularly refuse to even consider whether it was improper to tow a person's car for nonpayment of parking tickets when the reason for nonpayment was inability to pay. Further, hearing officers typically refuse to allow the vehicle owner to question the officer who ordered the tow or to see any of the evidence against them before their hearing. In addition, hearing officers do not make an independent determination of the necessity of towing a particular vehicle; instead, hearing officers consider simply whether the tow was authorized by statute. The towing of a vehicle without prior notice, and without *any meaningful opportunity to be heard, violates the Fourteenth Amendment's due process clause.*

TOW HEARINGS DON'T WORK

Within the first ten days after a vehicle is towed by a government agency, the vehicle owner may request an administrative hearing to challenge the legality of the tow. (Vehicle Code section 10652.5.) Most people don't know that this opportunity exists, but even for those fortunate enough to know of the right to a hearing, the hearing is unlikely to offer relief.

First, the hearing is not held in front of a judge. In fact, often it is a police officer who works for the same agency that ordered the tow. Second, many cities do not allow people to see the evidence against them before, or even at the hearing. Third, hearing officers are limited to determining if there was a legal basis for a tow: for a debt collection tow, this means that if the vehicle owner truly did accumulate unpaid tickets, the hearing officer will uphold the legality of the tow. Despite constitutional prohibitions against punishing people who cannot pay, hearing officers are not required to consider inability to pay the parking tickets that precipitated the tow.

Mr. Mehrara, whose story is captured in Chapter III, and Mr. Fisher, whose story is set out below, both requested hearings after their vehicles were towed. Neither recovered their vehicle through the process. Mr. Fisher – whose car had been towed for lapsed registration — showed the hearing officer proof that his car had passed a smog test and that he could pay his registration fees as soon as he received his next SSI check. Nonetheless, the hearing officer ruled that the tow was performed for a statutorily valid reason (lapsed registration), and Mr. Fisher's circumstances were irrelevant.

Mr. Mehrara, meanwhile, never received a tow hearing. When the San Francisco Municipal Transit Agency towed his vehicle due to the accumulation of five unpaid parking tickets, Mr. Mehrara called the agency to request a tow hearing. He was told that he would be notified when the agency scheduled a hearing, but he never received such notification. Unsure what to do, he contacted the Lawyers' Committee for Civil Rights. However, by the time he spoke with an attorney, Mr. Mehrara's car had been sold at a lien sale.

C. THE EIGHTH AMENDMENT EXCESSIVE FINES CLAUSE PROHIBITS DISPROPORTIONATE FINANCIAL PENALTIES

In its February 2019 decision in *Timbs v. Indiana*, the United States Supreme Court issued a rare unanimous decision, holding that the State of Indiana may have violated the 8th Amendment's Excessive Fines Clause when it seized the vehicle of an Indiana man because he had committed a drug crime.[113] Under the Eighth Amendment, "[e]xcessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted."[114] In deciding that the Excessive Fines clause applies to the states, and to the state of Indiana taking Mr. Timbs' car, the Supreme Court recognized that the government must not impose fines that are out of proportion to the crime committed, that government-imposed fines must "not be so large as to deprive [an offender] of his livelihood," and that no one shall have a larger fine than their "circumstances or personal estate will bear."[115]

The *Timbs* decision casts serious doubt on the constitutionality of the government's seizure of a vehicle to punish nonpayment of parking tickets or registration fees, or to punish parking for longer than 72-hours in the same spot. Towing a vehicle for such offense is not proportion to the "offense" the vehicle owner has committed, and as explained in Section I, vehicle seizures are so expensive that low and moderate income people often cannot retrieve their vehicles after a tow; the resulting permanent loss of the vehicle deprives many people of their ability to earn a livelihood, and even their homes, and is financially ruinous – all hallmarks of an excessive fine under the 8th Amendment.

AB 503 AND AB 2544

AB 503 and AB 2544, signed into law in October 2017 and September 2018 respectively, prevent cities and municipalities from placing a hold on a driver's registration for unpaid parking tickets unless a driver is offered a payment plan if they are too poor to pay immediately. The criteria are limited: even though parking ticket fines have risen and half of Americans can't afford $500, only the poorest people—usually those on public benefits—qualify. The process also places the burden on Californians to demonstrate their indigence in person, request a payment plan, and make a manual payment every month.

The system does not benefit or work for many Californians. Diane owes parking fines in multiple cities and counties. Until she resolves those fines, she cannot register her car, which leaves her in constant fear of being towed. For three months, Diane has taken time away from her freelance employment to travel to different parking enforcement agencies and request payment plans. Multiple times, Diane has had to argue with agency and DMV staff who are unaware that these laws created retroactive relief for individuals with old parking debt. Despite her best efforts over a course of multiple months, Diane still has not been able to register her vehicle.

Diane's example demonstrates not only that current law lags in implementation, but also that bureaucratic relief placing the burden on vehicle owners often results in no relief at all.

D. THE FOURTEENTH AMENDMENT PROHIBITS PUNISHING A PERSON FOR POVERTY

Towing a vehicle because the owner owes a debt to the government amounts to punishing a person for being poor. The vehicle tows that are accomplished to collect municipal debt are not punishment for breaking the parking laws – they are punishment for not paying money to the government. People who have enough money can break the parking laws as many times as they want, and so long as they pay their parking tickets on time, they will avoid a vehicle tow. Low income people, however, face a far harsher punishment: the permanent loss of their vehicle as a result of nonpayment of parking tickets. The United States Supreme Court has repeatedly recognized that punishing a person for poverty – and punishing nonpayment when a person is *unable* to pay – violates the Due Process and Equal Protection Clauses of the Fourteenth Amendment.[116]

A California court of appeal recently described how "[p]oor people must face collection efforts [that others do not] solely because of their financial status, an unfair and unnecessary burden that does not accomplish the goal of collecting money."[117] The court concluded that before assessing fines and fees, courts must ascertain whether someone can pay them, or else forego the punishment.[118]

The status quo for towing is generally tow first, coerce payment after. Californians would be hard pressed to find a jurisdiction that examines a person's ability to pay before charging tow and storage fees. Current California towing practices raise serious questions of constitutionality.

RUDOLPH FISHER

As a result of the lack of due process for tows, drivers can have their cars towed for other people's parking tickets. Rudolph Fisher is 66-year-old man who suffers from chronic emphysema and diabetes and relied on his car for medical appointments. He purchased a used car from a private seller who had only purchased the car the month before. Unbeknownst to both Mr. Fisher and the seller, the car had five unpaid tickets on its record. Mr. Fisher only had the car for two days before it was towed. He received no notice before it was towed and could not afford to pay the tow fines and fees. He lost the car.

VII. RECOMMENDATIONS TO REDUCE TOWING OF VEHICLES IN CALIFORNIA

Towing is meant to improve public safety, not to punish people for minor violations or to collect debts. These recommendations are in line with constitutional principles, and increasing good, cost-effective towing practices across the state.

TOWING OR IMMOBILIZING A VEHICLE IS A COUNTERPRODUCTIVE AND DISPROPORTIONATE SANCTION FOR:

- Owing money on parking tickets
- Out-of-date DMV registration
- Parking a vehicle for more than 72 hours without moving it

Towing is an extreme penalty that disproportionally harms middle and low income people and people of color. Once a car is towed, many California families do not have the money to retrieve the car and cannot borrow the money. When they can't retrieve the car, it causes problems getting to work, making doctor appointments and participating in other everyday activities.

"RELEASE" FEES AND STORAGE FEES ARE OFTEN EXCESSIVE AND HARMFUL

Some, but not all, local law enforcement departments impose additional "release" fees on top of the cost of unpaid fines and fees and on top of the cost towing and storage. Additionally, some law enforcement agencies require vehicle owners to pay a "release" fee on a vehicle that was towed simply for having been in the same place for 72 hours. This layering on of costs makes it more likely that the person will lose their vehicle after a tow. The CHP does not charge release fees or charge to authenticate that a person has complied with a fix it ticket. **The CHP Policy of not charging a release fee for a towed vehicle is a fair and equitable practice.**

In addition, storage fees are often exorbitant, far exceeding the fair market value of a parking place, making the overall cost to retrieve a vehicle unaffordable.

TOWING AND STORING COMPANIES SHOULD NOT FILE LIENS AGAINST VEHICLE OWNERS FOR UNPAID FINES AND FEES

When low-income people have their car towed they often do not have the money to get it back. In that case the tow yard can sell the car at auction but often the amount received at auction is less than the total owed. Tow yards can file liens against registered owners to collect the remainder of what is owed. Most liens on low income owners result in little or no money recovered but cause a financial cloud to hang over the person for seven years. **Tow yards and storage facilities should not use Lien Collections for Low Value Cars (those worth less than $4,000).**

TOWING HEARINGS MUST BE FAIR AND IMPARTIAL

Local jurisdictions must make sure that tow hearings are fair and impartial to comply with the requirements of the Constitution's Due Process Clause. The basic contours of a constitutional hearing are: 1) A hearing officer who is a neutral third party; 2) Clear and obvious notice to the owner that they have the right to a hearing; this may mean notice on city websites and on any printed information provided to the owner; 3) A process where the hearing officer considers all relevant evidence and factors, which may include the owner's ability to pay and other extenuating circumstances or good cause; And, 4) a process where the vehicle owner can be made whole: this means that if a hearing officer finds that a tow was improper or the balance of hardships lies with the owner, the owner should be able to retrieve their car at no charge.

TOWING PRACTICES THAT SHOULD BE FURTHER EXAMINED

Problems that came up in the course of preparing this report that should be addressed in the future:

- Towing Stolen Cars. Some stolen cars are recovered, but then the owner can't afford to recover them from the tow yard, meaning the tow yard takes the car instead of the thief. Some cities have stopped charging people to get their own vehicles out of the tow yard after they are stolen and recovered.
- Driving on a Suspended License. CHP has a common-sense policy: Permit a person pulled over for a suspended license to locate someone else with a valid license to drive the vehicle away, including allowing time for a licensed driver to arrive if the vehicle can be legally and safely parked.
- Consumer Protections Against Tow Company Abuses. Many vehicle owners who were surveyed reported abuses by tow companies. This problem seems to be widespread, and should be the subject of deeper investigation.

APPENDICES

APPENDIX A: LIEN SALE PROCESSES

The process for a lien sale varies based on the value of the vehicle. Based on state law requirements, vehicles with a fair market value greater than $500 must be stored for at least 30 days before a sale. Vehicles with a fair market value of less than $500 can be sold after only 15 days of storage.

VEHICLES WORTH BETWEEN $500 AND $4000

Most vehicles sold at lien sales are valued between $500 and $4000. Before these vehicles can be sold, the tow company first must notify the vehicle owner and all individuals known to have an interest in the vehicle of the sale.[119] This notice must include the date, time and location of the sale and must be sent at least 31 days before the sale.[120] The notice also must set forth the process for opposing the sale.[121]

If the vehicle owner or any individual with an interest in the vehicle opposes the sale, the tow company must file a court action and get a judgment before it can sell the vehicle.[122] If the tow company gets a judgment, the person who opposed the sale may be required to pay court costs.[123]

If no one opposes the sale, the tow company must post a notice of sale at its business office for at least 10 days prior to the sale.[124] After the sale, the entity that conducts the sale must remove and destroy the license plates and notify the DMV of the sale.[125]

VEHICLES WORTH LESS THAN $500

Vehicles worth less than $500 are sold through a similar process.[126] However, the tow company may sell the vehicle within 15 days of sending notice of the sale, if no one opposes the sale.[127]

VEHICLES WORTH MORE THAN $4000

Lien sales of vehicles worth over $4000 require an additional step in the process. Before sending notice of the sale, the tow company first must apply to the DMV for authorization to sell the vehicle.[128] When it receives the tow company's application, the DMV must notify the vehicle owner and any other individuals that the tow company identifies as having an interest in the vehicle.[129] The DMV's notification must state that the tow company is going to sell the vehicle and describe the process for opposing the sale.[130]

If there is opposition to the sale, the tow company must obtain a court judgment before it can sell the vehicle.[131] If no one opposes the sale, the tow company must then notify the vehicle owner and any other individuals with an interest in the vehicle of the date, time and location of the sale at least 20 days before the sale.[132] The tow company must also post notice of the sale in a newspaper or a public place.[133] Once it has provided notice, the tow company may sell the vehicle.

APPENDIX B: PUBLIC RECORDS REQUESTS AND DATA COLLECTION

Starting in Spring 2017, the authors submitted California Public Records Act (CPRA)[134] requests to thirty five state and local agencies, seeking records related to government-ordered towing. The purpose of these requests was to gather data and records that would allow us to:

1. Analyze the structure, finances, processes, and impact of local towing programs;
2. Compare towing programs across jurisdictions;
3. Measures the scale and scope of government-ordered tows and towing-related lien sales statewide;
4. Assess the most common authorities for towing used locally and statewide and compare the outcomes and impacts of different types of tows.

UNSUCCESSFUL CPRA REQUESTS TO STATE AGENCIES

Attempts to collect statewide towing and lien sale data and records from state agencies were unsuccessful. We sought records and data from the California Department of Justice's Stolen Vehicle System, which tracks information about certain impounded vehicles throughout the state, relying on the California Law Enforcement Telecommunications System (CLETS). In response to a request for related records, however, the Department of Justice asserted that "any information transmitted via CLETS to or from the Stolen Vehicles System is confidential and exempt from disclosure [under the CPRA]." The Department of Justice also explained that it does not "process or store reports on towed/impounded vehicles on a regular (daily, weekly, monthly, yearly, etc.) basis." The authors are unaware of any other agency that compiles or maintains statewide data on the towing practices of public agencies.

We also sought data from the California Department of Motor Vehicles (DMV), which receives notifications and applications from lienholders. These records would allow the DMV to track the number of vehicles sold at lien sale as a result of government-ordered tows. In response to the authors' request, the DMV explained that it "does not track that information or electronically note it in Department databases." The DMV would not conduct a manual search of lien sale files to identify liens triggered by government tows on the ground that doing so would be unduly burdensome and therefore not required under the CPRA.

CPRA REQUESTS TO LOCAL AGENCIES

The authors also submitted requests to the 30 cities and counties listed below, whose jurisdictions include the most populated cities and metropolitan regions in California.

- California Highway Patrol
- City of Anaheim
- City of Berkeley
- City of Chula Vista
- City of Fontana
- City of Fremont

- City of Fresno
- City of Garden Grove
- City of Huntington Beach
- City of Irvine
- City of Long Beach
- City of Los Angeles
- City of Modesto
- City of Oakland
- City of Oxnard
- City of Riverside
- City of Sacramento
- City of San Diego
- City of San Francisco
- City of San Jose
- City of Santa Ana
- City of Stockton
- Alameda County
- Los Angeles County (Los Angeles County Sheriff's Department)
- Orange County
- Sacramento County
- San Bernardino County (San Bernadine Sheriff's Department)
- Santa Clara County

These requests sought records related to local governments and local agencies' (1) contracts with private towing companies; (2) policies, procedures, and fees for towing, storing, and releasing vehicles; (3) guidelines for post-tow hearings; and (4) policies for low-income fee waivers or reductions, if any.

We also requested records tracking every tow and impound ordered by these agencies since August 2015, including as much of the following information as possible:

a. Date/time request of tow;

b. Which entity ordered the tow;

c. Citation/reason for towing;

d. Citation fees;

e. Location from which vehicle was towed;

f. Vehicle's make, model, year, license, VIN;

g. Owner's address, age, or any other available information;

h. Destination to which vehicle was towed;

i. Date/time tow unit arrives at storage facility;

j. Date/time of release of vehicle;

k. Fees for towing and storage;

l. Method of payment;

m. Whether the tow was contested, in what manner it was contested (in writing, in person hearing), whether tow was successfully contested;

n. Unique identifier for that tow, where applicable.

Finally, our CPRA requests to local agencies sought records related to all government-towed vehicles that were sold at lien sale during the same period, including:

a. The value of the assessed vehicle;

b. The total amount of tow and storage fees due at the time of sale;

c. The total amount of parking ticket, registration or other fees due at the time of sale;

d. The amount the vehicle sold for at auction;

e. Any deficiency debt, if applicable.

The contracts, policies, and guidelines provided in response to these CPRA requests inform much of the analysis presented in Chapters I, II, and V, specifically the analyses of the fees charged by local towing programs and the impact on city budgets.

We received towing data from approximately 20 different agencies, which provided source material for the data analysis presented in Chapters IV and V. The methodology for processing this data is discussed below.

With regards to data on lien sales, most public agencies that responded to our CPRA requests provided very little – if any – data about lien sales of impounded vehicles. With very few exceptions, the public agencies responded to requests for lien sale data by maintaining that the records of these sales were maintained by the private contractors that tow and store the vehicles and carry out the lien sales. As such, the agencies asserted that these records are not public records that must be disclosed under the CPRA.

CPRA REQUESTS TO PUBLIC AGENCIES IN LOS ANGELES

Given the volume of tows conducted in the City of Los Angeles (approximately 100,000 per year), the authors made several efforts to obtain towing data from public agencies in Los Angeles. The LAPD did not respond to our 2017 request. In 2018, we sent a similar request to the Los Angeles Department of Transportation and the Los Angeles Police Commission, which oversees the Official Police Garages, the entities that contract with the City of Los Angeles to tow vehicles.

As of the date of publication, the Los Angeles Department of Transportation has not provided a substantive response or any data in response to this request. The Police Commission responded by producing some data, which is discussed in Appendix C and also forwarded the request to the LAPD for a response.

The Los Angeles Police Department responded to this second request in January 2019 but refused to produce any responsive documents. This is consistent with the LAPD's longstanding refusal to release towing data on the ground that the Official Police Garages, rather than the LAPD, compile data related to the city's towing practices. Although the data comes from LAPD records and the City's contract with the OPGs allow the City to access this data at any time, Official Police Garages as private entities are not themselves subject to the Public Records Act. Because the CPRA does not require the City to produce OPG data, the City has repeatedly refused to do so.[135]

APPENDIX C: CATEGORIES OF TOWS, DATA PROCESSING, AND DATA ANALYSIS

Since Fall 2017, the authors, including data scientists and statisticians from Analysis Group, have been studying records received from the CPRA requests described above. Ultimately, we analyzed unique data sets from over twenty different state and local agencies. This appendix describes our methodology for processing and analyzing these records.

Interpreting and resolving the idiosyncrasies of towing data from different agencies was labor intensive and often involved back-and-forth communications with agency officials in order to resolve questions about data storage, codes, and abbreviations. This appendix does not attempt to offer a comprehensive review of every agency's data sets. Instead, it provides an overview of how the authors resolved these interpretive issues. Please contact Lawyers' Committee for Civil Rights of the San Francisco Bay Area for details about specific data sets.

DATA PROCESSING: TOWING RECORDS

As described above, the authors submitted CPRA requests for towing records to public agencies throughout the state. In response, a number of agencies responded that they store their towing records in physical files. They refused to produce responsive documents, asserting various CPRA exemptions, including the position that the production of the documents would be unduly burdensome

Moreover, some of the towing data sets that *were* produced could not be analyzed. First, some agencies provided paper records or image files that could not be converted into delimited data files in the timeframe available. Second, many agencies do not track the authority or basis for their tows in the data sets they provided. Finally, some track the authority for certain types of tows, but not others. Because the goal of our analyses was to break the data into categories based on the authority or basis for the tow, we did not process or analyze some of these data sets.

Ultimately, the authors were able to fully process and analyze towing data from nine cities (Berkeley, Chula Vista, Fontana, Fremont, Garden Grove, Huntington Beach, San Diego, San Francisco, and Santa Ana), two counties (Alameda and Riverside), and the California Highway Patrol. Our analysts also reviewed incomplete data sets from other cities, including Fresno and Los Angeles. Each of these agencies stores its towing data in different forms, tracks different types of information, and, most importantly, lists the authority or basis for the tow in different ways. After converting the data sets from these agencies into delimited text files, we sanitized these unique data sets by creating consistent categories for the information tracked in agency-specific records. We also collapsed the data to the level of unique tows, where each row or observation represented the tow of a single vehicle. Variables relevant to our analysis were determined to be: an identifier for a unique tow, the time and date of the tow, and the reason for the tow as specified by a statutory authority code.

Similarly, the authors removed all data related to purely private tows (e.g. vehicles that were not towed as a result of a government order) and all data tracking the seizure of bicycles, boats, and construction equipment. Note that mopeds, motorcycles, vans, RVs and trucks *are* included in the data analyzed. The majority of data analysis was conducted in MS Excel, while data processing steps in certain cases were done using software programs such as SAS and R.

DATA PROCESSING: CATEGORIES AND MAPPING TOW DATA

In order to sanitize the local towing data sets, the authors created **ten** master categories – or types of tows – based on a public agency's authority to seize the vehicle and mapped the towing data sets to these categories. This created a framework to analyze towing practices within and across different jurisdictions. These categories cover every possible statutory authority for government-ordered tows.

1. Flow of Traffic
    - **Definition:** Vehicle towed based on a parking violation that obstructs the flow of traffic, impedes commercial activity or construction, and/or endangers public safety.
    - **Examples:** Vehicle unattended on bridge; vehicle blocking roadway; vehicle blocking handicapped parking spot; vehicle blocking entrance to construction zone.
    - **Statutory Authority:** California Vehicle Code sections 22651(a), 22651(b), 22651(d), 22651(e), 22651(f), 22651(l), 22651(m), 22651(n), 22651(q), 22651(r), 22656.
2. Criminal Investigation
    - **Description:** Vehicle seized and impounded as evidence in a criminal investigation or because the driver was arrested and could not safely leave the vehicle at the place of arrest.
    - **Examples:** DUI tows, drag racing tows, recovery of stolen vehicles, driver arrest.
    - **Statutory Authority:** California Vehicle Code sections 14602.7, 22651(c), 22651(h), 22655.5, 23109.2.
    - **Note:** Driving on a suspended license and driving without proper registration can both be criminal offenses. However, these offenses also create an independent basis for towing the offender's vehicles. Therefore, tows related to these offenses are categorized as License Suspension and Registration Tows, as described below.
3. Abandoned Vehicle
    - **Description:** Vehicle towed based on government authority to seize and impound vehicles that an officer reasonably believes to be abandoned, and vehicles towed after traffic accidents or because the driver was incapacitated.
    - **Examples:** Vehicle abandoned on public road, car accident, driver incapacitated.
    - **Statutory Authority:** California Vehicle Code sections 22651(g), 22660, 22669.
    - **Note:** The Flow of Traffic category (above) and 72-Hour Ordinance category (below) cover tows that do not require that a vehicle be "abandoned" and are therefore distinguishable from this category. Also note that this category was combined into the "Other" category in many of the charts and graphs presented in the report.

4. License Suspension
    - Description: Vehicle towed and/or impounded because driver was unlicensed, driving on a suspended license, or violating the terms of a restricted license.
    - Examples: Unlicensed driver, driving on a suspended license, driving without required BAC ignition lock.
    - Statutory Authority: California Vehicle Code sections 14602.6, 22651(p).
5. Debt Collection
    - **Description**: Vehicles towed because registered owner had five or more outstanding (unpaid) parking citations issued by authorizing agency, or failed to pay parking fee for municipal garage.
    - **Statutory Authority**: California Vehicle Code section 22651(i).
    - **Note**: This category was narrowly drawn to correspond only to tows authorized by section 22651(i). The only addition was for tows based on a failure to pay parking fees for a municipal garage.
6. Registration
    - **Description**: Vehicles towed and/or impounded because its registration was more than six months expired, it was never registered, it was missing license plates, or it had false, forged, or altered registration or license plates.
    - **Statutory Authority**: California Vehicle Code sections 22651(j) and 22651(o).
7. 72-Hour Ordinance
    - **Description**: Vehicle towed because it was "parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing removal."
    - **Statutory Authority**: California Vehicle Code section 22651(k).

8a. Other (Miscellaneous)
- **Description**: Authority for tow based on preventing public nuisance or another regulatory authority of local government.
- **Statutory Authority**: California Vehicle Code sections 22651(u) (unlicensed dealer offering vehicle for sale) and 22651.5 (vehicle's alarm or horn has been activated for more than twenty minutes).

8b. Other (Indeterminate or Unspecified)
- **Description**: Description of authority for tow in data set insufficient to categorize.
- **Examples**: "REC1030," "REC1085.B." "Towed/Stored," "Electronic Impound," "Vehicle Code," "O."

9. **Multi-Reason (Debt-Collection, Registration, 72-Hour Rule)**
    - **Description**: Data entry references multiple authorities for tow, including at least one authority that can be categorized as Debt-Collection, Registration, or 72-Hour Rule.
    - **Example**: Tow authorized because vehicle's registration had lapsed and because of outstanding parking tickets on file ("SCOF/22651.I-O").
10. **Multi-Reason (Other)**
    - **Description**: Data entry references multiple authorities for tow, but does not reference any authority that could be categorized as Debt-Collection, Registration, or 72-Hour Rule.
    - **Example**: Tow authorized because driver was unlicensed *and* arrested for a DUI.
    - **Note**: This category was combined into the "Other" category in many of the charts and graphs presented in the report.

We then "mapped" the data sets so that every tow was assigned to one of these categories. This was accomplished by first isolating the column in each data set that lays out the reason for the tow – usually described as the "authority" or "offense" – and matching every unique description in every data set to a category based on the guidelines set out above.

Data from some agencies include the specific statutory authority for each tow (e.g. "CVC § 22651(h)), which could be easily mapped to the relevant category. Other data sets, however, listed the offense that triggered the tow, which required an additional step. For example, a number of data sets listed Vehicle Code section 4000(a) as the "offense" for a significant number of tows. This section makes it a citable offense to drive a vehicle that has not been properly registered as required by California's Vehicle Code. This section does not, however, specifically authorize officials to tow the vehicle; that authority is set out in Vehicle Code sections 22651(j) and 22651(o). By reviewing the text of the statute cited as the "offense," however, the authors were able to map the "offense" of violating section 4000(a) tows to the Registration category. The authors also cleaned up obvious typos as part of this mapping process. For example, one agency repeatedly cited to subsections of Vehicle Code section 226651. That code section does not exist, and the agency plainly meant to cite Vehicle Code section 22651.

The Criminal Investigation category includes tows where the only authority or offense limited is a criminal offense – or a citable offense under the Vehicle Code – unrelated to the flow of traffic or any other authority for tow. For example, in a number of data sets, the only authority or offense listed for a tow is Penal Code section 459 (burglary) or Vehicle Code section 20001(a) (hit and run). Without any other information about circumstances that would authorize a tow, the authors assumed that the basis for the tow was the underlying arrest and/or criminal investigation.

The authors also contacted a number of agencies directly in order to get assistance interpreting abbreviations and codes that were frequently listed as the offense or authority for the tow. For example, the Fremont Police Department's towing records uses the abbreviation "OVR" to refer to stolen vehicles that have been recovered and stored through the Outside Vehicle Recovery program. We attempted to contact every agency that used these type of abbreviations, codes, or radio codes to properly interpret the data.

Finally, the authors and analysts deployed two different strategies to map and categorize the data sets that listed multiple offenses or authorities for a single tow. Where multiple-offense tows made up less than 10% of the total data, we used the "Multi-Reason Tow" categories described above and separated out those tows that included one or more of the "poverty tow" reasons discussed in this report. If *more* than 10% of the data set included tows with multiple offenses listed, we conducted a tiered review. First, we filtered out those tows that listed one or more Tier 1 offenses – citations to a specific source of statutory authority for towing a vehicle (e.g. Vehicle Code section 22651(c) – recovery of a stolen vehicle). We then categorized the tow based on that Tier 1 offense or as a Multi-Reason Tow if it listed multiple Tier 1 offenses. For the data entries that remained, we filtered for Tier 2 offenses – violations of the Vehicle Code that necessarily trigger a basis for tow (e.g. Vehicle Code section 4000(a), which, as discussed above, would create authority for a Registration tow). We then categorized the tow based on that Tier 2 offense or as a Multi-Reason Tow if it listed multiple Tier 2 offenses. Last we reviewed the remaining tows, which only listed Tier 3 offenses. We then categorized the tow based on those remaining offenses, which generally included only criminal statutes. If multiple Tier 3 offenses were listed, and they suggested conflicting towing categories, we mapped the tow in one of the Multi-Reason categories.

TOWING ANALYSIS

The towing analysis involved breaking down the count of unique tows by different categories of towing reason (as specified above). This enabled an examination of the distribution of tows and the particular reasons cited by the specific towing authority across different cities and counties of California. In particular, tows could be identified as "poverty tows" where the motivating reason was unpaid parking tickets, lapsed registration, and 72-hour ordinances.

In addition to finding the number of tows for each reason in each city's data, the count of unique tows was further broken out by year. This allows for an examination of how towing activity trends differ across years as well as provide a more valid comparison across cities that have provided towing data for varying time spans.

DATA PROCESSING: LIEN SALE RECORDS

As explained above, very few agencies provided any lien sale data. In fact, we only received data sets with lien sale information from San Francisco, San Diego, Riverside County, and Modesto. Unfortunately, the data from the City of Modesto was provided in hard copy, and our analysts were not able to process these records into delimited text files. For San Francisco, San Diego, and Riverside County, the Authors reviewed the data sets and identified columns tracking (1) whether the vehicle was released to its owner, repossessed by the "legal owner," or sold at lien sale, (2) the sale price for the vehicle, and (3) the amount of fees that the vehicle had accrued. As with the towing records, we also made a number of phone calls to public agencies to confirm that we were properly interpreting these data sets.[136]

LIEN SALE ANALYSIS

In cases where the data was available, the final outcome of a towed vehicle was analyzed. This involved identifying whether a vehicle was returned to the owner for a particular fee amount or if the car was sold by the towing authority (or a contracted towing company) at an auction or at market.

The proportion of vehicles released to the owner versus those sold were once again broken down by tow reason, with the aim of identifying which reasons were seen to be more frequently associated with a particular outcome of the vehicle. This analysis was also broken out across different years of observation.

In addition, the average amount of fees due was analyzed independently for released and sold cars, again broken out by reason category. This particular exhibit helped isolate reasons associated with larger fee amounts collected in all outcomes involving a towed vehicle. While the fees due for a released car refers to the amount required to be paid for an owner to retrieve his or her car, fees due for a sold car typically involved fees accumulated over time due to storage reasons. In certain cases, such as San Diego, the average sale price of towed vehicles by reason category was also provided.

METHODOLOGY FOR LOS ANGELES TOWING ANALYSIS

As described above, the Los Angeles Police Commission was the only agency in the City of Los Angeles to produce responsive data. The Commission produced monthly reports submitted by the City's 19 Official Police Garages (OPG Reports) for a three-year period. However, during our research phase, the Commission failed to produce approximately 300 of these reports, which covered random months during the three year period.[137]

After processing the reports that *were* provided and converting them into a delimited text file, we conducted a manual review to remove redundant or duplicative reports. Next, in order to approximate data from the missing reports, we calculated the average number of vehicles impounded in each garage for a given year. We then used these monthly averages to make up for any missing monthly and to make projections for annual estimates, for each garage and for the city as a whole.[138]

APPENDIX D: STATEWIDE PROJECTIONS – METHODS AND FINDINGS

Of the 12 jurisdictions with tow-level data, 2 are counties (Riverside and Alameda), 1 is the California Highway Patrol, and 1 (Fremont) does not have a year variable. For the eight remaining cities, data were typically spanned mid-2015 to mid-2018, therefore this analysis focuses on the years 2016 and 2017. However, for Berkeley and San Francisco, 2017 data were only available for 5 and 3 months respectively. Therefore, we estimated the full year towing counts for these two cities in 2017 by taking the average towing counts per month and multiplying that by 12 in order to estimate a full year.

We then calculate and define towing rates in a particular year as the number of vehicles towed in that year divided by the number of vehicles registered in 2018.[139]

$$Towing\ Rate\ in\ year\ T\ in\ city = \frac{Number\ of\ vehicles\ towed\ in\ year\ T\ in\ city}{Number\ of\ vehicles\ registered\ in\ 2018\ in\ city}$$

In 2016, this value ranged from a low of 0.57 percent (Fontana) to a high of 9.17 percent (San Francisco). The lowest rate in 2017 was 0.36 percent (Fontana) and the highest was 6.87 percent (San Francisco).

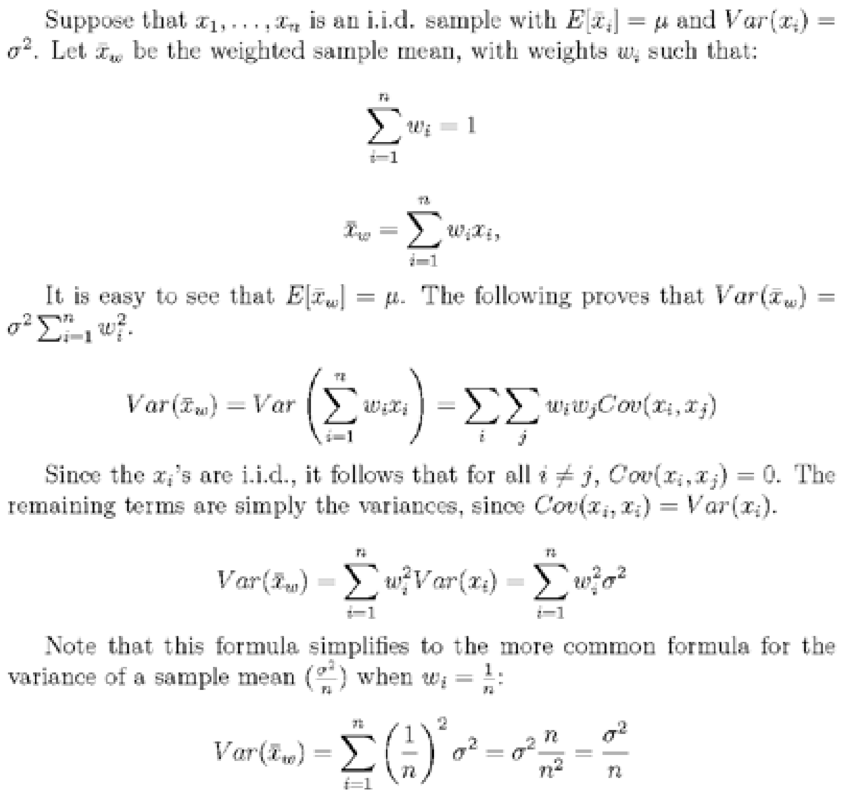
For 2016, the simple and weighted average of these rates across the eight cities were 2.93 percent and 3.24 percent, respectively. The weighted average scales towing rates according to the city's number of registered vehicles. Applying these average tow rates to the number of cars registered in California in 2018 yields estimates of annual tows in California of 886,014 and 979,858, respectively.

$886{,}014 = 2.93\% \times 30{,}228{,}340$

$979{,}858 = 3.24\% \times 30{,}228{,}340$

Taking the city as the unit of observation, and assuming that (i) towing rates in California are similar across cities and that (ii) the sample of cities we study here was randomly selected, we can estimate a confidence interval for the towing rate.[140] Under these assumptions, a 90 percent confidence interval around the simple average suggests that the number of cars towed across the state in 2018 was between 305,037 and 1,466,992.[141] Similarly, a 90% confidence interval around the weighted average suggests that the number of cars towed across the state was between 192,100 and 1,767,615 in 2018. These confidence intervals use critical values from a t distribution due to the small sample (n=8).[142]

FORMULA: VARIANCE OF A WEIGHTED MEAN



Suppose that $x_1, \ldots, x_n$ is an i.i.d. sample with $E[\bar{x}_i] = \mu$ and $Var(x_i) = \sigma^2$. Let $\bar{x}_w$ be the weighted sample mean, with weights w_i such that:

$$\sum_{i=1}^{n} w_i = 1$$

$$\bar{x}_w = \sum_{i=1}^{n} w_i x_i,$$

It is easy to see that $E[\bar{x}_w] = \mu$. The following proves that $Var(\bar{x}_w) = \sigma^2 \sum_{i=1}^{n} w_i^2$.

$$Var(\bar{x}_w) = Var\left(\sum_{i=1}^{n} w_i x_i\right) = \sum_i \sum_j w_i w_j Cov(x_i, x_j)$$

Since the x_i's are i.i.d., it follows that for all $i \neq j$, $Cov(x_i, x_j) = 0$. The remaining terms are simply the variances, since $Cov(x_i, x_i) = Var(x_i)$.

$$Var(\bar{x}_w) = \sum_{i=1}^{n} w_i^2 Var(x_i) = \sum_{i=1}^{n} w_i^2 \sigma^2$$

Note that this formula simplifies to the more common formula for the variance of a sample mean ($\frac{\sigma^2}{n}$) when $w_i = \frac{1}{n}$:

$$Var(\bar{x}_w) = \sum_{i=1}^{n} \left(\frac{1}{n}\right)^2 \sigma^2 = \sigma^2 \frac{n}{n^2} = \frac{\sigma^2}{n}$$

For 2017, the simple and weighted average of these rates across the eight cities 2.65 percent and 2.86 percent respectively. The 90 percent confidence interval around the simple average suggests that the number of cars towed across the state in 2018 was between 369,545 and 1,234,011. Similarly, a 90% confidence interval around the weighted average suggests that the number of cars towed across the state was between 324,357 and 1,406,411 in 2018. The analyses underlying the 2016 and 2017 statewide projections are set out in full below.

STATEWIDE ANALYSIS (2016)

TOWING COUNTS BY CATEGORY (2016)

REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	TOTAL
Multi-Reason Low Income	0	0	26	0	30	92	0	0	148
Multi-Reason Other	0	0	432	0	31	4	0	0	467
Registration/Debt Collection	0	0	0	0	0	0	0	359	359
Other	18	14	2	24	196	2	77	207	540
Abandoned Vehicle	23	40	0	24	8	10	484	917	1,506
Debt Collection	74	1	0	0	15	69	1,346	1,725	3,230
72 Hour Ordinance	486	344	0	189	203	2	2,144	887	4,255
Unspecified	60	0	0	240	5,326	13	0	2	5,641
License Suspension	296	708	543	96	114	181	3,160	1,479	6,577
Registration	492	947	6	327	648	796	5,107	1,538	9,861
Criminal Investigation	352	721	26	961	420	382	4,030	3,679	10,571
Flow of Traffic	968	154	2	120	167	27	5,206	31,571	38,215
TOTAL	**2,769**	**2,929**	**1,037**	**1,981**	**7,158**	**1,578**	**21,554**	**42,364**	**81,370**

NOTE(S):

[1] Though data are available for 4 other jurisdictions, they were removed from the statewide analysis due to them being county-level data (Alameda, Riverside), the California Highway Patrol, or lacking a year indicator (Fremont).

TOWING RATES AND COUNTS (2016)

	PERCENT TOWED OUT OF REGISTERED VEHICLES [# of Tows / Registered Vehicles]								OVERALL TOW RATE					OVERALL TOW COUNTS [Tow Rate *Vehicles Registered in CA]				
REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	MAX	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	Max
Multi-Reason Low Income	0.00%	0.00%	0.01%	0.00%	0.02%	0.04%	0.00%	0.00%	0.01%	0.01%	0.00%	0.00%	0.04%	2,577	1,782	0	0	10,986
Multi-Reason Other	0.00%	0.00%	0.24%	0.00%	0.02%	0.00%	0.00%	0.00%	0.03%	0.02%	0.00%	0.00%	0.24%	9,693	5,624	0	0	71,564
Registration/Debt Collection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	0.01%	0.01%	0.00%	0.00%	0.08%	2,937	4,323	0	0	23,494
Other	0.03%	0.01%	0.00%	0.02%	0.12%	0.00%	0.01%	0.04%	0.03%	0.02%	0.00%	0.01%	0.12%	8,279	6,503	239	3,791	34,788
Abandoned Vehicle	0.03%	0.02%	0.00%	0.02%	0.00%	0.00%	0.05%	0.20%	0.04%	0.06%	0.00%	0.02%	0.20%	12,232	18,135	0	5,580	60,012
Debt Collection	0.10%	0.00%	0.00%	0.00%	0.01%	0.03%	0.13%	0.37%	0.08%	0.13%	0.00%	0.02%	0.37%	24,396	38,896	0	5,451	112,890
72 Hour Ordinance	0.69%	0.17%	0.00%	0.14%	0.12%	0.00%	0.21%	0.19%	0.19%	0.17%	0.00%	0.15%	0.21%	57,173	51,239	0	46,057	63,024
Unspecified	0.08%	0.00%	0.00%	0.18%	3.13%	0.01%	0.00%	0.00%	0.42%	0.22%	0.00%	0.00%	3.13%	128,231	67,929	0	842	945,301
License Suspension	0.42%	0.34%	0.30%	0.07%	0.07%	0.07%	0.31%	0.32%	0.24%	0.26%	0.07%	0.30%	0.32%	71,596	79,200	20,234	91,421	96,791
Registration	0.70%	0.46%	0.00%	0.24%	0.38%	0.31%	0.50%	0.33%	0.37%	0.39%	0.00%	0.36%	0.50%	110,384	118,746	994	107,832	150,123
Criminal Investigation	0.50%	0.35%	0.01%	0.70%	0.25%	0.15%	0.39%	0.80%	0.39%	0.42%	0.01%	0.37%	0.80%	119,070	127,296	4,307	111,866	240,768
Flow of Traffic	1.37%	0.07%	0.00%	0.09%	0.10%	0.01%	0.51%	6.84%	1.12%	1.52%	0.00%	0.09%	6.84%	339,448	460,185	331	28,119	2,066,125
TOTAL	**3.92%**	**1.41%**	**0.57%**	**1.45%**	**4.20%**	**0.62%**	**2.10%**	**9.17%**	**2.93%**	**3.24%**	**0.57%**	**1.77%**	**9.17%**	**886,014**	**979,858**	**171,787**	**536,329**	**2,772,459**

										Total Registered in CA
# of Registered Vehicles	2,510,242	70,654	207,038	182,475	136,386	170,312	253,150	1,028,329	461,898	30,228,340
Registered Vehicles as a % of CA	8.304%	0.23%	0.68%	0.60%	0.45%	0.56%	0.84%	3.40%	1.53%	
Number of Tows, if City Rate Represents All of CA [City Tow Rate * Registered Vehicles in CA]		1,184,678	427,645	171,787	439,065	1,270,459	188,427	633,593	2,772,459	7,088,114

STATEWIDE ANALYSIS (2016)

90% CONFIDENCE INTERVAL OF THE SIMPLE AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02869
Sample Size [n]		8
Calculated Confidence [t * (s/sqrt(n))]		0.019220
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Simple Average ± .019]	1.01%	4.85%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	305,037	1,466,992

SOURCE(S):

Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

90% CONFIDENCE INTERVAL OF THE WEIGHTED AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02869
Sum of weights^2		0.47938933
Calculated Confidence [t * (s*sqrt(sum of weights^2))]		0.026060
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Weighted Average ± .026]	0.64%	5.85%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	192,100	1,767,615

SOURCE(S):

Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

STATEWIDE ANALYSIS (2017)

TOWING COUNTS BY CATEGORY (2017)

REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	TOTAL
Multi-Reason Low Income	0	0	24	0	32	120	0	0	176
Registration/Debt Collection	0	0	0	0	0	0	0	276	276
Multi-Reason Other	0	0	243	0	27	7	0	0	277
Other	29	12	0	74	211	4	67	76	473
Abandoned Vehicle	24	46	0	26	6	14	490	756	1,362
Debt Collection	125	2	0	0	21	86	908	1,792	2,934
72 Hour Ordinance	379	389	0	213	231	5	2,348	840	4,405
Unspecified	12	1	0	273	4,663	14	0	0	4,963
License Suspension	286	711	365	112	101	261	3,057	3,536	8,429
Criminal Investigation	329	636	15	1,162	442	402	3,776	2,228	8,990
Registration	588	997	10	428	642	1,086	5,633	1,352	10,736
Flow of Traffic	982	172	0	147	211	30	6,442	20,860	28,844
TOTAL	**2,753**	**2,966**	**657**	**2,435**	**6,587**	**2,029**	**22,721**	**31,716**	**71,864**

NOTE(S):

[1] Though data are available for 4 other jurisdictions, they were removed from the statewide analysis due to them being county-level data (Alameda, Riverside), the California Highway Patrol, or lacking a year indicator (Fremont).

[2] For Berkeley and San Francisco, data were only available for 5 and 3 months, respectively. An estimation of a full year of tows for these two cities is created by taking the numbers of cars towed, divided by the number of available months of data, and multiplied by 12 to estimate a full year.

TOWING RATES AND COUNTS (2017)

	PERCENT TOWED OUT OF REGISTERED VEHICLES [# of Tows / Registered Vehicles]								**OVERALL TOW RATE**					**OVERALL TOW COUNTS** [Tow Rate * Vehicles Registered in CA]				
REASON CATEGORY	**BERKELEY**	**CHULA VISTA**	**FONTANA**	**GARDEN GROVE**	**HUNTINGTON BEACH**	**SANTA ANA**	**SAN DIEGO**	**SAN FRANCISCO**	**AVERAGE (SIMPLE)**	**AVERAGE (WEIGHTED)**	**MIN**	**MEDIAN**	**MAX**	**AVERAGE (SIMPLE)**	**AVERAGE (WEIGHTED)**	**MIN**	**MEDIAN**	**MAX**
Multi-Reason Low Income	0.00%	0.00%	0.01%	0.00%	0.02%	0.05%	0.00%	0.00%	0.01%	0.01%	0.00%	0.00%	0.05%	2,998	2,119	0	0	14,329
Registration/Debt Collection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.06%	0.01%	0.01%	0.00%	0.00%	0.06%	2,258	3,324	0	0	18,062
Multi-Reason Other	0.00%	0.00%	0.13%	0.00%	0.02%	0.00%	0.00%	0.00%	0.02%	0.01%	0.00%	0.00%	0.13%	5,735	3,336	0	0	40,255
Other	0.04%	0.01%	0.00%	0.05%	0.12%	0.00%	0.01%	0.02%	0.03%	0.02%	0.00%	0.01%	0.12%	9,418	5,693	0	3,472	37,450
Abandoned Vehicle	0.03%	0.02%	0.00%	0.02%	0.00%	0.01%	0.05%	0.16%	0.04%	0.05%	0.00%	0.02%	0.16%	11,170	16,401	0	6,239	49,475
Debt Collection	0.18%	0.00%	0.00%	0.00%	0.01%	0.03%	0.09%	0.39%	0.09%	0.12%	0.00%	0.02%	0.39%	26,456	35,329	0	6,998	117,275
72 Hour Ordinance	0.54%	0.19%	0.00%	0.16%	0.14%	0.00%	0.23%	0.18%	0.18%	0.18%	0.00%	0.17%	0.23%	53,979	53,047	0	51,091	69,021
Unspecified	0.02%	0.00%	0.00%	0.20%	2.74%	0.01%	0.00%	0.00%	0.37%	0.20%	0.00%	0.00%	2.74%	111,886	59,764	0	909	827,627
License Suspension	0.40%	0.34%	0.20%	0.08%	0.06%	0.10%	0.30%	0.77%	0.28%	0.34%	0.06%	0.25%	0.77%	85,206	101,497	17,926	75,164	231,409
Criminal Investigation	0.47%	0.31%	0.01%	0.85%	0.26%	0.16%	0.37%	0.48%	0.36%	0.36%	0.01%	0.34%	0.85%	109,602	108,255	2,485	101,928	257,544
Registration	0.83%	0.48%	0.01%	0.31%	0.38%	0.43%	0.55%	0.29%	0.41%	0.43%	0.01%	0.40%	0.55%	123,918	129,283	1,657	121,813	165,585
Flow of Traffic	1.39%	0.08%	0.00%	0.11%	0.12%	0.01%	0.63%	4.52%	0.86%	1.15%	0.00%	0.12%	4.52%	259,152	347,335	0	35,015	1,365,157
TOTAL	**3.90%**	**1.43%**	**0.36%**	**1.79%**	**3.87%**	**0.80%**	**2.21%**	**6.87%**	**2.65%**	**2.86%**	**0.36%**	**2.00%**	**6.87%**	**801,778**	**865,384**	**108,837**	**603,793**	**2,075,614**

		BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	Total Registered in CA
# of Registered Vehicles	2,510,242	70,654	207,038	182,475	136,386	170,312	253,150	1,028,329	461,898	30,228,340
Registered Vehicles as a % of CA	8.304%	0.23%	0.68%	0.60%	0.45%	0.56%	0.84%	3.40%	1.53%	
Number of Tows, if City Rate Represents All of CA [City Tow Rate * Registered Vehicles in CA]		1,177,748	433,047	108,837	539,689	1,169,114	242,280	667,897	2,075,614	6,414,226

STATEWIDE ANALYSIS (2017)

90% CONFIDENCE INTERVAL OF THE SIMPLE AVERAGE

INPUTS	
T-test Reliability Coefficient [t]	1.895
Standard Deviation of City Tow Rates [s]	0.02135
Sample Size [n]	8
Calculated Confidence [t * (s/sqrt(n))]	0.014299

CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Simple Average ± .014]	1.22%	4.08%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	369,545	1,234,011

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

90% CONFIDENCE INTERVAL OF THE WEIGHTED AVERAGE

INPUTS	
T-test Reliability Coefficient [t]	1.895
Standard Deviation of City Tow Rates [s]	0.02135
Sum of weights^2	0.44254386
Calculated Confidence [t * (s*sqrt(sum of weights^2))]	0.017898

CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Weighted Average ± .017]	1.07%	4.65%
Confidence Interval **(Count)** [Rate * Registered Vehicles in CA]	324,357	1,406,411

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

ENDNOTES

1 Board of Governors of the Fed. Reserve Sys., *Report on the Economic Well-Being of U.S. Households in 2017*, at 21 (2018), *available at* https://www.federalreserve.gov/publications/files/2017-report-economic-well-being-us-households-201805.pdf.

2 The average fees and range of fees presented in this table are based on an analysis of fees in seven cities (Sacramento, San Francisco, San Diego, Modesto, Los Angeles, San Jose, Garden Grove).

3 Some cities charge both an administrative fee – collected at the tow yard – and a "release fee" collected by the police department or transit authority before the owner can retrieve their vehicle from the tow yard.

4 Studies suggest that the three days is the average amount of time it takes a driver to recover their vehicle. Dianne Kelley, Sharon Muravez, Regi Block, Hilda Dallal & Ronnie Dann-Honor, 2016 – 2017 Los Angeles County Civil Grand Jury, *Tows and Impounds, Part A: Impound Practices In Twelve Select Cities, in 2016 – 2017 Los Angeles County Civil Grand Jury, Final Report* 194 (2017).

5 Los Angeles: https://ladot.lacity.org/what-we-do/parking/parking-tickets ("The average ticket is $68 Late fees typically double the cost of a parking ticket.") Modesto: In a phone interview with an employee at the Modesto City Clerk's office on March 4, 2019 these figures were given as the average price of a "basic parking citation" and the standard late fee. Berkeley: https://www.cityofberkeley.info/parkingcitations/ (The average ticket cost was calculated by taking the average of all parking violations, excluding the disabled placard violations. Parking ticket late fees in Berkeley start at $30 after 30 days, and are then raised to $80 after 49 days.).

6 *See* Cal. Lab. Code § 1182.12(b)(1)(C) (2017).

7 http://www.opgla.com/rates.aspx. Fee assumes standard vehicle and payment by credit card.

8 Listed storage fee includes the ten percent Parking Occupancy Tax. *See* Los Angeles Municipal Code § 21.15.1 et seq.

9 A driver may also be forced to pay a lien sale initiation fee of $70 (or $100 for a high-value vehicle) even if they recover their vehicle.

10 $120 is the minimum amount charged for a vehicle release from the Modesto Police Department. This is the amount charged for the release of vehicles towed because they were illegally parked or "abandoned." Modesto's release fees are substantially higher in other situations. They charge $160 for a release after a tow based on lapsed registration or driving without a license, and $250 for a tow related to driving on a suspended license or an arrest. Finally, the charge a $450 release fee for DUI tows. These fees are not listed online, but were reported in a phone call to the Modesto Police Department Traffic Unit on March 4, 2019.

11 http://www.sjpd.org/records/fees_public_safety.asp. The driver is also charged for "[a]ny additional tow handling charges." A driver may also be forced to pay a lien sale initiation fee of $70 (or $100 for a high-value vehicle) even if they recover their vehicle.

12 Fee assumes the impounded vehicle is stored outdoors. Vehicles stored indoors may be charged $95 each day.

13 Bryan Anderson, *Drivers are fed up with the DMV. So are California lawmakers*, Sacramento Bee, July 30, 2018, https://www.sacbee.com/article215605210.html.

14 *See, e.g.*, https://bakersfieldcity.us/gov/depts/police/traffic/vehicle_releases.htm (Bakersfield offices closed on weekends); http://ww1.stocktonca.gov/Departments/Police/Contact-Us/Contact-and-Hours-of-Service (Stockton offices closed on weekends and every other Friday); https://www.cityofredding.org/departments/police-department/about-the-police-department/frequently-asked-questions (follow "My car was towed. How do I find out where it is, and how do I get it back?") (Redding vehicle releases only available during normal business hours).

15 Diane Kelley *et al.*, *supra note* 4, at 195.

16 Overnight market rate parking costs were calculated by averaging the costs of overnight parking in all private garages and lots within a 3.5-mile radius of the city impound lot(s) for which data was available, drawing on city websites, Parkopedia, and Google Maps.

17 Cal. Veh. Code § 22850.5.

18 Jill Cornfield, *Bankrate Survey: Just 4 in 10 Americans have savings they'd rely on in an emergency*, BANKRATE (Jan. 12, 2017), https://www.bankrate.com/finance/consumer-index/money-pulse-0117.aspx.

19 *See* Appendix C for an explanation of the methodology used to make these estimates.

20 Cal. Veh. Code § 3072. The notice period is longer for vehicles valued more than $4000. Cal. Veh. Code §3071. *See* Appendix A for a detailed explanation of the notice requirements for lien sales.

21 This assumes a light-duty vehicle with a fair market value between $500 and $4,000 that was transferred to the City's auxiliary, long-term storage lot. The City's current policy is to transfer all vehicles to the long-term storage lot during the first thirty days of storage.

22 https://www.sfmta.com/sites/default/files/reports-and-documents/2018/07/autoreturn_notice_towing_and_storage_fees_2018-07-11.pdf.

23 This chart assumes a light-duty vehicle valued between $500 and $4,000, the most common value bracket. The chart also assumes that the vehicle owner does not qualify for a fee waiver.

24 This chart assumes a light-duty vehicle valued between $500 and $4,000, the most common value bracket. The chart also assumes that the vehicle owner does not qualify for a fee waiver.

25 San Francisco's auction fee is variable based on the purchase price of the vehicle. Because the average sale price for all vehicles sold at lien sale in San Francisco is approximately $700, this chart assumes a sale price between $500 and $999.99.

26 Cal. Veh. Code §§ 22850.5, 22851.1; 22651.07; Cal. Civ. Code § 3073.

27 The Pew Charitable Trusts, *The Role of Emergency Savings in Family Financial Security: How Do Families Cope With Financial Shocks?* 2 (2015), available at https://www.pewtrusts.org/-/media/assets/2015/10/emergency-savings-report-1_artfinal.pdf.

28 Board of Governors of the Fed. Reserve Sys., *supra* note 1, at 1.

29 The Pew Charitable Trusts, *supra* note 27, at 2.

30 Paul M. Ong, *Car Ownership and Welfare-To-Work* 3 (2001), citing Paul Ong & Evelyn Blumenberg, *The Transportation Welfare Nexus: Getting Welfare Recipients to Work* 24-35 (1999), available at https://escholarship.org/uc/item/3rs6p4gb.

31 *Id*. at 17–18.

32 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 250, 258-262 (2005).

33 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade, *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients* 3 (The Urban Institute eds., 2014).

34 Tami Gurley and Donald Bruce, *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 250, 262 (2005).

35 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade, *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients* 53 (The Urban Institute eds., 2014). *See also, 2011 Evaluation of the National Ways to Work Program* v (ICF International eds., 2011) (finding that 94% of low-income workers who received cars as part of a public assistance project reported that their new car helped to maintain or improve their employment circumstances).

36 ICF International, *Evaluation of the National Ways to Work Program* v, (2011).

37 *Id*.

38 William A. V. Clark & Wenfei Winnie Wang, *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, 31 Urban Geography, 534 (2010).

39 Evelyn Blumenberg & Gregory Pierce *The Drive to Work: The Relationship between Transportation Access, Housing Assistance, and Employment among Participants in the Welfare to Work Voucher Program*,Journal of Planning Education and Research, p. 69(2017).

40 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients*, (The Urban Institute), p. 2 (2014).

41 Steven Raphael & Lorien Rice *Car Ownership, Employment, and Earnings*, 52 Journal of Urban Economics, 111, (2002)

42 William A. V. Clark & Wenfei Winnie Wang *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, 31 Urban Geography, 535 (2010).

43 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients*, 2 The Urban Institute, 55, (2014).

44 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics, 265(2005).

45 According to the California Workers Survey, the "gig economy" is defined as as "being paid for performing miscellaneous tasks or providing services for others, such as shopping, delivering household items, assisting

with childcare, or driving for a ride-hailing app" Alex Vandermaas-Peeler, Daniel Cox, Maxine Najle, PhD, Molly Fisch-Friedman, Rob Griffin, PhD &Robert P. Jones, PhD, *California Workers Survey*, August 28, 2018. See also: Annette Bernhardt & Sarah Thomason ,*What do we know about Gig Work in California*, UC Berkeley Center for Labor Research and Education, (2017). distinguishing between traditional independent contractor work like freelance work with "platform work" based on work sourced from an online application.

46 Lawyers' Committee for Civil Rights *et al.*, *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System 2* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf.

47 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 262 (2005).

48 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 262 (2005).; see also Evelyn Blumenberg & Gregory Pierce, *The Drive to Work: The Relationship between Transportation Access, Housing Assistance, and Employment among Participants in the Welfare to Work Voucher Program*, Journal of Planning Education and Research, at 68 (2017).

49 Nancy McGuckin *Travel to School in California:Findings of from the California-National Household Travel Survey*," at 12, (2013).

50 *Id*. at 10.

51 *Id*. at 9. According to the study, children from higher-income families who lived within two miles of school were more likely to arrive at school in a private vehicle than children from lower income families. But even amongst lower-income families (making less than $25,000 per year), more than 36% of all students arrived by private vehicle. Id. at 21.

52 ICF International, *Evaluation of the National Ways to Work Program*, at iv, (2011).

53 Pieter Gautier & Yves Zenou, *Car Ownership and the Labor Market of Ethnic Minorities*, 67Journal of Urban Economics 393(2009).

54 U.S. Department of Transportation, *Mobility Challenges for Households in Poverty*, National Household Travel Survey, at 3, (2014).

55 Fang Zhao & Thomas Gustafson, *Transportation Needs of Disadvantaged Populations: Where, When, and How?* (FTA Report No. 0030), at 14 (2013).

56 *Id*. at 17.

57 The Section 8 Voucher, or "Housing Choice Voucher Program" provides rental assistance to tenants. A tenant seeks out a private landlord that is willing to accept the voucher, and then the tenant pays roughly 30% of their income in rent, and the Voucher covers the remainder of the rent. Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients, The Urban Institute*, 4 (2014).

58 *Id.* at 22.

59 *Id.* at 23-24.

60 *Id.* at 56.

61 Los Angeles County Homeless Services Authority, *2018 Greater Los Angeles Homeless Count Presentation*, 13 (2018).

62 Los Angeles County Homeless Services Authority, *2018 Greater Los Angeles Homeless County-Data Summary-Vehicles, Tents, and Makeshift Shelters by Geographic Area*, 2 (2018).

63 Jane Carlen, Patrick Burns, & Daniel Flaming, *Escape Routes: Meta-Analysis of Homelessness in LA*, Economic Roundtable, 5 (2018).

64 *Id*.

65 *Id*.

66 Cal. Veh. Code § 22651(i)(1).

67 Cal. Veh. Code § 22651(o)(1)(A).

68 Cal. Veh. Code § 22651(o)(3)(A).

69 Cal. Veh. Code § 22651(k).

70 See Chapter V.

71 The "Flow of Traffic" category refers to vehicles towed based on a parking violation that obstructs the flow of traffic, impedes commercial activity or construction, and/or endangers public safety. Appendix C offers a methodology for this analysis and a detailed explanation of each of the categories used in this analysis.

72 Josh Slowiczek, *The East Bay's Tow Hustle*, East Bay Express, Nov. 14, 2018, https://www.eastbayexpress.com/oakland/the-east-bays-tow-hustle/Content?oid=22699510&storyPage=3.

73 Lawyers' Committee for Civil Rights *et al.*, *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System 7-8* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf.

74 *Id.*

75 *Id.* at 21-22; Beth A. Colgan, *Graduating Economic Sanctions According to Ability to Pay*, 103 Iowa L. Rev. 53 (2017).

76 Cal. Veh. Code § 4760.

77 *Id.*

78 Cal. Veh. Code §§ 2810(e), 2814.2(c).

79 Cal. Gov. Code §§ 12419.2-3, 12419.5, 12419.7-12; Cal. Dep't of Gen. Serv., State Administrative Manual § 8790 (2011), available at https://www.documents.dgs.ca.gov/sam/SamPrint/new/sam_master/sam_master_file/chap8700/8790.pdf; https://www.ftb.ca.gov/individuals/Interagency_Intercept_Collections/index.shtml.

80 Cal. Veh. Code § 40220.

81 *Id.*

82 *Timbs v. Indiana*, No. 17-1091, 2019 WL 691578, at *4 (U.S. Feb. 20, 2019).

83 *Id.* at *5.

84 *See* e.g., Lawyers' Committee for Civil Rights of the San Francisco Bay Area *et al., Paying More for Being Poor: Bias and Disparity in California's Traffic Court System* (2017); Back on the Road California Coalition, *Stopped, Fined, and Arrested: Racial Bias in Policing and Traffic Courts in California* (2016); Lawyers' Committee for Civil Rights of the San Francisco Bay Area *et al., Not Just a Ferguson Problem: How Traffic Courts Drive Inequality in California* (2015). The Fines and Fees Justice Center maintains an online library of information about efforts to reform fines and fees in the legal system. See Fines and Fees Justice Center, https://finesandfeesjusticecenter.org/ (last visited March 12, 2019).

85 Josh Slowiczek, *The East Bay's Tow Hustle*, East Bay Express, Nov. 14, 2018, https://www.eastbayexpress.com/oakland/the-east-bays-tow-hustle/Content?oid=22699510 (last accessed Mar. 8, 2019).

86 *See* e.g., Farida Jhabvala Romero, *In Menlo Park, Many Lose Cars After Driving with Suspended License*, KQED News, Aug. 5, 2015, https://www.kqed.org/news/10566848/in-menlo-park-many-lose-cars-after-driving-with-suspended-license (last accessed Mar. 8, 2019).

87 *See* Healthy Streets Operation Center, Presentation to San Francisco Board of Supervisors Public Safety and Neighborhood Services Committee at 20 (paginated 39 in presentation series), Feb. 28, 2019, https://sfgov.legistar.com/View.ashx?M=F&ID=7066052&GUID=B497EA11-AEE1-4CF4-AF2C-3F2CAF114F99 ("HSOC resolved 3 vehicular encampments since Nov. 2018."); *see also* https://www.sfmta.com/blog/san-francisco-parking-tips-72-hour-rule ("Enforcement of the 72-hour rule is driven by complaints.").

88 *See* e.g., Kevin Fagan, *SF family's RV was their home. Then it got towed*, San Francisco Chronicle, Aug. 11, 2017, https://www.sfchronicle.com/bayarea/article/SF-family-s-RV-was-their-home-Then-it-got-11749152.php (last accessed Mar. 12, 2019).

89 Lawyers' Committee for Civil Rights *et al.*, *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf; Joel Rubin & Ben Poston, "L.A. County deputies stopped thousands of innocent Latinos on the 5 Freeway in hopes of their next drug bust," Los Angeles Times, Oct. 4, 2018, https://www.latimes.com/local/lanow/la-me-sheriff-latino-drug-stops-grapevine-20181004-htmlstory.html (last accessed Mar. 12, 2019).

90 Steven Raphael & Michael A. Stoll, *Can Boosting Minority Car-Ownership Rates Narrow Inter-Racial Employment Gaps?*, Brookings-Wharton Papers on Urban Affairs: 2001 at 99, 101. Research shows that Latinx households are more than twice as likely as white households not to have access to a car; African-American households are over four times as likely not to have car access.

91 Pieter A. Gautier & Yves Zenou, *Car ownership and the labor market of ethnic minorities*, 67 J. Urb. Econ. 392, 393 (2009).

92 *See* Metro Customer Survey Results (2012), http://media.metro.net/projects_studies/research/images/infographics/metro_infographic_02.pdf; see also Improving *Los Angeles Public Transportation is a Civil Rights Issue*, Pacific Standard, Jan. 26, 2017, https://psmag.com/news/improving-los-angeles-public-transportation-is-a-civil-rights-issue (last accessed Mar. 12, 2019).

93 *See, e.g.*, Paul Ong, *Car Ownership and Welfare-to-Work*, UC Berkeley: University of California Transportation Center at 5 (2001), https://escholarship.org/uc/item/81v246mr (citing research that many employers avoid recruiting in low-income, minority communities).

94 Peter Hecht, *King City police accused of targeting undocumented workers in towing scandal*, The Sacramento Bee, Mar. 18, 2014, https://www.sacbee.com/news/politics-government/article2593312.html (last accessed Mar. 12, 2019).

95 *Id*.

96 *Id*.

97 Amy Larson, King City Must Pay $1.2 Million for Police Car Towing Scheme, KSBW8 News, Feb. 22, 2016, https://www.ksbw.com/article/king-city-must-pay-1-2-million-for-police-car-towing-scheme/1296534.

98 Michael B. Sauter, *Faces of Poverty: What Racial, Social Groups Are More Likely to Experience It?*, USA Today, Oct. 10, 2018, https://www.usatoday.com/story/money/economy/2018/10/10/faces-poverty-social-racial-factors/37977173/.

99 Hans Johnson & Sergio Sanchez, *Immigrants in California*, Public Policy Institute of California (May 2018) https://www.ppic.org/publication/immigrants-in-california/.

100 Sauter, *Faces of Poverty*, https://www.usatoday.com/story/money/economy/2018/10/10/faces-poverty-social-racial-factors/37977173/.

101 Rolf Pendall, Evelyn Blumenberg, & Casey Dawkins (2016) *What if Cities Combined Car-Based Solutions with Transit to Improve Access to Opportunity?*, p. 5; William Clark & Wenfei Wang (2010) *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, Urban Geography 31, p. 532. The wages of a Hispanic household with car access is almost 50% higher than those of a household without a car, and if African-American car ownership rates were equivalent to white household ownership rates, the disparity in racialemployment rates would decrease by forty-three percent.

102 *Clement v. City of Glendale*, 518 F.3d 1090 (9th Cir. 2008); *United States v. Hawkins*, 249 F.3d 867 (9th Cir. 2001); *see also Brewster v. Beck*, 859 F.3d 1194 (9th Cir. 2017); *Miranda v. City of Cornelius*, 429 F.3d 858 (9th Cir. 2005); *United States v. Duguay*, 93F.3d 346 (7th Cir. 1996).

103 *Minnesota v. Dickerson*, 508 U.S. 366, 372 (1993) (Warrantless seizures are "per se unreasonable" subject only to a few "specifically established and well delineated exceptions.").

104 *United States v. Hawkins*, 249 F.3d 867, 872 (9th Cir. 2001) ("The burden is on the Government to persuade the district court that a seizure comes "under one of a few specifically established exceptions to the warrant requirement.").

105 Cal. Veh. Code § 22650(b) (effective Jan. 1, 2019).

106 *Id*.

107 "It is not clear… that Defendants can justify the seizure and retention of a vehicle if its owner cannot afford the parking tickets levied upon the vehicle solely on the basis offered here, that the seizure is reasonable in an effort to secure repayment of the debt owed. *See, e.g., Bearden v. Georgia*, 461 U.S. 660, 667 (1983) (the court must take into account the indigent's ability to pay to determine appropriate and adequate penalty. Accordingly, the court finds that serious questions remain." Order Granting Motion for Preliminary Injunction at 5-6, Smith v. Reiskin, No. C18-01239 JSW (N.D. Cal. Oct. 10, 2018).

108 U.S. Const. amend. XIV, § 1.

109 *Mathews v. Eldridge*, 424 U.S. 319, 333 (1976).

110 *Clement v. City of Glendale*, 518 F.3d 1090, 1094 (9th Cir. 2008); *Scofield v. City of Hillsborough*, 862 F.2d 759, 762 (9th Cir. 1988) ("The uninterrupted use of one's vehicle is a significant and substantial private interest. As we noted…, "[a] person's ability to make a living and his access to both the necessities and amenities of life may depend upon the availability of an automobile when needed.")

111 *See Clemen*t, 518 F.3d at 1093; *Stypmann v. City & Cty. of San Francisco*, 557 F.2d 1338, 1343 (9th Cir. 1977).

112 *Clement*, 518 F.3d at 1093-94.

113 *Timbs v. Indiana*, No. 17-1091, 2019 WL 691578 (U.S. Feb. 20, 2019).

114 U.S. Const. amend. VIII.

115 *Timbs*, 2019 WL 691578 at *3-4.

116 *Bearden v. Georgia*, 461 U.S. 660, 668 (1983); *see* also *People v. Dueña*s, 30 Cal. App. 5th 1157, 1168 (Ct. App. 2019) ("[I]mposing these assessments upon indigent defendants without a determination that they have the present ability to pay violates due process under both the United States Constitution and the California Constitution."); In re Humphrey, 19 Cal. App. 5th 1006, 1026 (Ct. App. 2018); *Doe v. Angelina Cty.*, Texas, 733 F. Supp. 245, 25254 (E.D. Tex. 1990).

117 *Dueñas*, 30 Cal. App. 5th at 1167.

118 *Id*. at 1164.

119 Cal. Civ. Code § 3072; Cal. Veh. Code § 22851.4.

120 Cal. Civ. Code § 3072.

121 *Id*.

122 *Id*. Tow companies do not need to get a court judgment to overcome an opposition if the company is unable to serve the person opposing the sale at the address they listed on the opposition form.

123 *Id*.

124 *Id*.

125 *Id*.

126 Cal. Veh. Code §§ 22851.8, 22851.10.

127 *Id*.

128 Cal. Civ. Code § 3071; Cal. Veh. Code § 22851.4.

129 Cal. Civ. Code § 3071.

130 *Id*.

131 *Id*.

132 *Id*.

133 *Id*.

134 Cal. Gov. Code §§ 6250-70.

135 The LAPD's refusal to produce towing data has been the subject of a number of legal actions. In January 2019, the Court of Appeal agreed the LAPD did not have to disclose Official Police Garage data. *Anderson-Barker v. Superior Court*, (2019) 31 Cal.App.5th 528. As of the date of publication, the California Supreme Court is considering whether to grant review of the Court of Appeal decision.

136 For example, on February 13, 2019, a contributor spoke to Lieutenant Agnoletto of the Riverside County Sheriff's Department. The Lieutenant explained that his department does not track the outcome of every vehicle, which is why that column was blank for some of the tows – as opposed to listing "sold" or "released." He nevertheless confirmed that the subset of the data with a listed outcome would be a fair cross section of their tows. The blank tows were omitted from the Riverside County lien sale analysis

137 The missing reports were provided after the completion of the data collection phase of this report, and are therefore could not be included in the analysis for this report.

138 In order to be more precise, we applied this approach both for the "Total Government Impounds" column in the OPG reports *and* for the LAPD and LADOT impounds columns. When the Report discusses vehicles towed by the City of Los Angeles, we are referring *only* to the LAPD and LADOT impounds.

139 2018 is the only year for which DMV vehicle registration counts were available as of the date accessed on Feb 19, 2019. DMV registrations accessed at: https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics. Zip code to city mapping accessed at: https://www.zipcodestogo.com/California/.

140 Note that the average towing rate calculated here seeks to estimate the average towing rate across all cities in California, using the data we have on 8 cities.

141 The assumptions needed to construct these confidence intervals are unlikely to be met in practice since (i) cities likely differ significantly in their towing policies, and (ii) our sample was not randomly selected. As a result, the exhibits also include estimates of the number of tows across the state in 2018 by applying each of the eight cities' tow rates to the number of registered vehicles. So for example, if one thinks that San Diego is a good statewide proxy, we would apply its towing rate to the total number of registered vehicles, yielding an estimated 633,593 tows in California in 2018.

142 Wayne W. Daniel. Biostatistics: A Foundation for Analysis In the Health Sciences. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

Colin Sweeney <colin.sweeney@lacity.org>

Fwd: Re: Lou Zigman

Ron Rubine <ron.rubine@lacity.org> Mon, Jul 29, 2019 at 3:44 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Here's the sum total of my {"ekapr.com" "lachamber.com" "ccala.org"} PRA.
--
Ron Rubine
District Director
Office of Councilmember Greig Smith
Twelfth District
Community Service Center: 818-882-1212
City Hall: 213-473-7012
e: ron.rubine@lacity.org | w: www.cd12.org

COUNCIL DISTRICT 12

---------- Forwarded message ---------
From: **Mitchell Englander** <mitch@englander.la>
Date: Mon, Aug 13, 2018 at 7:59 PM
Subject: Fwd: Re: Lou Zigman
To: Ron Rubine <ron.rubine@lacity.org>

Can you through something together for this tomorrow morning.

-------- Original message --------
From: Louis Zigman <ziggyjudge@aol.com>
Date: 8/13/18 7:48 PM (GMT-08:00)
To: Mitchell Englander <mitch@englander.la>
Subject: Re: Lou Zigman

Thanks for the quick reply.

Alternative Thought:

A short two sentence congratulatory letter on your stationary emailed to me at ziggyjudge@aol.com expressing your pleasure at learning of his success in placing first in the Inner-City Filmmaker's short film competition.

If your office can do that I will print it out and read it to the audience and then I will show it to him and ask him to read who it was from.

Always nice to help people. You are lucky to be able to do that daily.

Lou

Sent from my iPhone

On Aug 13, 2018, at 6:49 PM, Mitchell Englander <mitch@englander.la> wrote:

> Lou

I would have loved to have be there. That would have been so great. Unfortunately, I am doing a state of the City presentation at that same time across town.

Thanks for thinking of me to do this cameo.

All the best
Mitch

-------- Original message --------
From: Harvey Englander <harvey@ekapr.com>
Date: 8/13/18 5:32 PM (GMT-08:00)
To: Mitchell Englander <mitch@englander.la>
Subject: Fwd: Lou Zigman

M
See below and read the attachment
Very heartwarming
They would love you to present the award to the kid. They understand that it is very last minute.

Harvey
Sent from my iPhone
without spellcheck

Begin forwarded message:

From: ziggyjudge@aol.com
Date: August 13, 2018 at 5:27:13 PM PDT
To: harvey@ekapr.com
Cc: <ziggyjudge@aol.com>
Subject: Re: Lou Zigman

Hi Harvey,

Fun talking to you a few minutes ago.

I have attached a copy of the bio that I received about an hour ago of the high school student who won first place with his short film at the Inner City Filmmakers

Our Friars Charitable Foundation has been one of their biggest sponsors for about 15 years.

I will be presenting the first, second and third place winners.

Because I believe in drama, my practice is to introduce each winner with a few remarks about who they are. Interestingly, the winners actually discover that their name is going to be announced after my first or second sentence while the rest of the students generally gasp after having listened to the individual introductions.

And, the winner sits quietly waiting for his/her name to be announced.

The first place winner. Seth Martin, wrote how his passion for film reached its zenith when he won an award for "Best High School PSA" at the Mitchell Englander's first annual "Making Movies That Matter" Film Festival.

A shot in the dark - but what a surprise it would be if Mitchell has the time - even as short as 15 minutes - if I could include Mitchell in with my presentation.

I think it would be something that he would remember for the rest of his life and one of many nice success stories emanating from creative Mitchell's ideas.

Thanks for understanding this last minute notice and for passing it along to Mitchell.

Hope to see you at Frank & Virginia's for the breaking of the fast.

Lou

Keynote Guest Speaker: Franklin Leonard, Founder, The Black List.

https://en.wikipedia.org/wiki/Franklin_Leonard

https://www.theatlantic.com/magazine/archive/2017/03/how-franklin-leonard-created-the-hollywood-list-everyone-wants-to-be-on/513830/

Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 10/23/2017, 12:22 PM
To: "Mayer, Deborah L." <deborahmayer@ymcala.org>

Hi Debi,

Thanks for your help. Below is Stacy's contact info.

Best,
---------- Forwarded message ---------
From: Stacy Lona <stacy.lona@airbnb.com>
Date: Fri, Oct 20, 2017 at 4:06 PM
Subject: Re: North Valley YMCA Letter and sponsor form
To: <stephanie.uy@lacity.org>
CC: Connie Llanos <connie.llanos@airbnb.com>, Tamara Alrwais <tamara.alrwais@airbnb.com>

Hi Stephanie,

Happy to process this sponsorship on behalf of Airbnb. I wanted to follow up with John's question before proceeding. Is there an opportunity to do a split donation/voucher? Please let me know if there are any logo or ad deadlines that we should be aware of.

Thanks in advance,

Stacy Lona
Program Coordinator
Los Angeles
(626) 543-3181

On Wed, Oct 18, 2017 at 4:58 PM, John Choi <john.j.choi@gmail.com> wrote:

> Team,
>
> We are committing $2000 towards this event. I am waiting on the organizers to get back to on whether they would prefer travel coupons to reach this amount or some combo of check and vouchers.
>
> In the meantime, can we begin processing paperwork and get in touch with Stephanie below regarding our logo (and ad placement if available)

thx

---------- Forwarded message ----------
From: **Stephanie Uy** <stephanie.uy@lacity.org>
Date: Wed, Oct 4, 2017 at 2:44 PM
Subject: North Valley YMCA Letter and sponsor form
To: John Choi <john.j.choi@gmail.com>

Hi John,

Attached is the sponsorship form with the various sponsorship levels. I will ask about the split of donation/voucher.

Thank you!

---------- Forwarded message ---------
From: Stanton, Jane <JaneStanton@ymcala.org>
Date: Thu, Aug 17, 2017 at 5:13 PM
Subject: Letter and sponsor form
To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch (Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L. <DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

Thank you Councilmember Mitchell Englander for Chairing this very special dinner again to help our YMCA. Many thanks to your staff and the committee volunteers for serving on the committee. This is a very special night and your hard make it wonderful for everyone who attends and certainly the children and families that benefit from it!

Here is the letter and sponsor form that will be mailed out August 21. Please share this with your contact list. Again, thank you so much for your help and support.

Jane Stanton

Executive Director/VP

NORTH VALLEY FAMILY YMCA AT PORTER RANCH

11336 Corbin Avenue, Porter Ranch, CA 91326

(P) 818 368 3231, (DIRECT) 818 271 5053, (C) 818 516 2223

(E) Janestanton@ymcaLA.org (W) www.ymcaLA.org/nv

The Y: We're for youth development, healthy living and social responsibility.

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Stephanie L. Uy
Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember President
Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

--
John

--

Stephanie L. Uy
Legislative Deputy
Councilmember Mitchell Englander

**Los Angeles City Councilmember President
Pro Tempore
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Subject: Re: North Valley YMCA Letter and sponsor form
From: Stacy Lona <stacy.lona@airbnb.com>
Date: 10/23/2017, 6:29 PM
To: Stephanie Uy <stephanie.uy@lacity.org>
CC: Tamara Alrwais <tamara.alrwais@airbnb.com>

Hi Stephanie,

I will go ahead and submit a request for vouchers in the amount you described above. Once the request is processed, the vouchers will be sent to you via PDF as both public facing versions and private versions with a one-time use code. Please let me know if you have any questions.

Thank you,

Stacy Lona
Program Coordinator
Los Angeles
(626) 543-3181

On Fri, Oct 20, 2017 at 1:27 PM, Stephanie Uy <stephanie.uy@lacity.org> wrote:

> Hi Stacy,
>
> Thanks for the email. We would like to request four $500 vouchers for a total of $2000 in vouchers. Is that something you can do?
>
> Best,
>
> On Fri, Oct 20, 2017 at 1:05 PM, Stacy Lona <stacy.lona@airbnb.com> wrote:
>
> > Hi Stephanie,
> >
> > Happy to process this sponsorship on behalf of Airbnb. I wanted to follow up with John's question before proceeding. Is there an opportunity to do a split donation/voucher? Please let me know if there are any logo or ad deadlines that we should be aware of.
> >
> > Thanks in advance,
> >
> > Stacy Lona
> > Program Coordinator
> > Los Angeles
> > (626) 543-3181

On Wed, Oct 18, 2017 at 4:58 PM, John Choi <john.j.choi@gmail.com> wrote:

> Team,
>
> We are committing $2000 towards this event. I am waiting on the organizers to get back to on whether they would prefer travel coupons to reach this amount or some combo of check and vouchers.
>
> In the meantime, can we begin processing paperwork and get in touch with Stephanie below regarding our logo (and ad placement if available)
>
> thx
>
> ---------- Forwarded message ----------
> From: **Stephanie Uy** <stephanie.uy@lacity.org>
> Date: Wed, Oct 4, 2017 at 2:44 PM
> Subject: North Valley YMCA Letter and sponsor form
> To: John Choi <john.j.choi@gmail.com>
>
> Hi John,
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> Attached is the sponsorship form with the various sponsorship levels. I will ask about the split of donation/voucher.
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> Thank you!
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> ---------- Forwarded message ---------
> From: Stanton, Jane <JaneStanton@ymcala.org>
> Date: Thu, Aug 17, 2017 at 5:13 PM
> Subject: Letter and sponsor form
> To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch (Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L.

<DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

Thank you Councilmember Mitchell Englander for Chairing this very special dinner again to help our YMCA. Many thanks to your staff and the committee volunteers for serving on the committee. This is a very special night and your hard make it wonderful for everyone who attends and certainly the children and families that benefit from it!

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> > --
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Subject: Re: Paylock IPT / Automatic Boot Release System (C.F. 16-1413)
From: Sharon Dickinson <sharon.dickinson@lacity.org>
Date: 2/2/2018, 7:35 AM
To: Eric Rose <eric@ekapr.com>
CC: "Councilmember.Englander@lacity.org" <Councilmember.Englander@lacity.org>, "mike.bonin@lacity.org" <mike.bonin@lacity.org>, "councilmember.ofarrell@lacity.org" <councilmember.ofarrell@lacity.org>, "joe.buscaino@lacity.org" <joe.buscaino@lacity.org>, "monica.rodriguez@lacity.org" <monica.rodriguez@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "seleta.reynolds@lacity.org" <seleta.reynolds@lacity.org>, Brian Hale <Brian.Hale@lacity.org>, Richard Tefank <richard.tefank@lapd.lacity.org>, John White <john.white@lacity.org>, "Stephanie.Uy@lacity.org" <Stephanie.Uy@lacity.org>, Richard Llewellyn <Richard.Llewellyn@lacity.org>, Barabara Romero <barbara.romero@lacity.org>, Ben Jones <30236@lapd.online>, David Caldera <25351@lapd.online>

Mr. Rose,
To be notified of when this will be scheduled, it is best if you subscribe to the Council file. Sign up by clicking this icon ✉
and enter your email address. You will then be notified of any activity to the Council file, including when it is scheduled.

Sincerely,
Sharon

Sharon Dickinson, Deputy City Clerk
Legislative Assistant for:
- Immigrant Affairs, Civil Rights, and Equity Committee
- Personnel and Animal Welfare Committee
- Public Safety Committee

City of Los Angeles, Office of the City Clerk
Council and Public Services
Ph. (213) 978-1077
sharon.dickinson@lacity.org

With MyLA311, City of Los Angeles information and services are just a few taps away. Available for download from Google Play and App Store.

On Thu, Feb 1, 2018 at 1:26 PM, Eric Rose <eric@ekapr.com> wrote:

> **Re: Paylock IPT / Automatic Boot Release System (C.F. 16-1413)**

Attached please find a detailed letter from the Office Police Garage Association of Los Angeles (OPGs) to express concerns with the automatic boot release pilot program report. We would like our letter to be part of the Council File.

Finally, if possible we would like to request that the OPG Association be notified when this item is scheduled in the Council Committee.

Eric Rose

Eric W. Rose, Partner

Englander Knabe & Allen

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

O: 213.741.1500 X 525

C. 805.624.0572

www.EKAPR.com

Twitter: @EricWRose

Subject: Re: I bid you adieu
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/5/2018, 3:35 PM
To: Diana Yedoyan <diana.yedoyan@lacity.org>

Thank youuu

On Mon, Feb 5, 2018 at 3:34 PM Diana Yedoyan <diana.yedoyan@lacity.org> wrote:

> I did! Add whoever I forgot to include in the calendar invite
>
> On Mon, Feb 5, 2018 at 3:26 PM, Stephanie Uy <stephanie.uy@lacity.org> wrote:
>
>> 👏👏👏 So proud of you girl! Make the invite for our 3rd Sunday Hikes! haha don't forget.
>>
>> On Mon, Feb 5, 2018 at 3:22 PM, Diana Yedoyan <diana.yedoyan@lacity.org> wrote:
>>
>>> Dear Friends and Colleagues,
>>>
>>> I am excited to announce that I have accepted an amazing offer to work for the Los Angeles Chamber of Commerce as their Senior Public Policy Manager and this Friday the 9th will be my last day serving CD 14.
>>>
>>> I have enjoyed my time working for Councilmember Huizar who brought me on board as a 19 year old, fresh out of college! His leadership and the support of our amazing staff has allowed me to explore what I am capable of and has allowed me to work on some amazing policy initiatives. I will forever be grateful to the Councilman and the entire CD 14 team!
>>>
>>> If you are around, I would love to have a celebratory toast with you on Friday the 9th at 5:30 at the Broken Shaker Rooftop Bar @ Freehand Hotel: 416 W 8th St, Los Angeles, CA 90014.
>>>
>>> I hope to work with you all in my new capacity to move our City forward. Please feel free to keep in touch at either diana.yedoyan@gmail.com or dyedoyan@lachamber.com.
>>>
>>> Best
>>> Diana
>>>
>>> --
>>> **Diana Yedoyan**
>>> **Legislative Deputy**
>>> Office of Councilmember José Huizar
>>> City of Los Angeles | Council District 14
>>>
>>> City Hall
>>> 200 N. Spring St | Room 465
>>> Los Angeles, CA 90012
>>> (213) 473-7014 office | (213) 847-0680 fax
>>> diana.yedoyan@lacity.org

> > > *For regular updates and to sign up for our E-Newsletter, please visit our updated [Jose Huizar CD 14 website](). Click on the icons below to follow us on Twitter, Facebook, and YouTube*
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> > --
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> > **Stephanie L. Uy**
> > **Legislative Deputy**
> > **Councilmember Mitchell Englander**
> > **Los Angeles City Councilmember President**
> > **Pro Tempore**
> > **Twelfth District**
> > **City Hall: 213-473-7012**
> > **Community Service Center: 818-882-1212**
> > **e: Councilmember.Englander@lacity.org | w: www.cd12.org**
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Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/9/2018, 8:59 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

---------- Forwarded message ----------
From: **Stacy Lona** <stacy.lona@airbnb.com>
Date: Mon, Oct 23, 2017 at 6:29 PM
Subject: Re: North Valley YMCA Letter and sponsor form
To: Stephanie Uy <stephanie.uy@lacity.org>
Cc: Tamara Alrwais <tamara.alrwais@airbnb.com>

Hi Stephanie,

I will go ahead and submit a request for vouchers in the amount you described above. Once the request is processed, the vouchers will be sent to you via PDF as both public facing versions and private versions with a one-time use code. Please let me know if you have any questions.

Thank you,

Stacy Lona
Program Coordinator
Los Angeles
(626) 543-3181

On Fri, Oct 20, 2017 at 1:27 PM, Stephanie Uy <stephanie.uy@lacity.org> wrote:

> Hi Stacy,
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> Thanks for the email. We would like to request four $500 vouchers for a total of $2000 in vouchers. Is that something you can do?
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> Best,
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> > Thanks in advance,
> >
> > Stacy Lona
> > Program Coordinator
> > Los Angeles
> > (626) 543-3181
> >
> > On Wed, Oct 18, 2017 at 4:58 PM, John Choi <john.j.choi@gmail.com> wrote:
> >
> > > Team,
> > >
> > > We are committing $2000 towards this event. I am waiting on the organizers to get back to on whether they would prefer travel coupons to reach this amount or some combo of check and vouchers.
> > >
> > > In the meantime, can we begin processing paperwork and get in touch with Stephanie below regarding our logo (and ad placement if available)
> > >
> > > thx
> > >
> > > ---------- Forwarded message ----------
> > > From: **Stephanie Uy** <stephanie.uy@lacity.org>
> > > Date: Wed, Oct 4, 2017 at 2:44 PM
> > > Subject: North Valley YMCA Letter and sponsor form
> > > To: John Choi <john.j.choi@gmail.com>
> > >
> > > Hi John,
> > >
> > > Attached is the sponsorship form with the various sponsorship levels. I will ask about the split of donation/voucher.
> > >
> > > Thank you!
> > >
> > > ---------- Forwarded message ---------
> > > From: Stanton, Jane <JaneStanton@ymcala.org>
> > > Date: Thu, Aug 17, 2017 at 5:13 PM
> > > Subject: Letter and sponsor form
> > > To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch

(Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L. <DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

Thank you Councilmember Mitchell Englander for Chairing this very special dinner again to help our YMCA. Many thanks to your staff and the committee volunteers for serving on the committee. This is a very special night and your hard make it wonderful for everyone who attends and certainly the children and families that benefit from it!

Here is the letter and sponsor form that will be mailed out August 21. Please share this with your contact list. Again, thank you so much for your help and support.

Jane Stanton

Executive Director/VP

NORTH VALLEY FAMILY YMCA AT PORTER RANCH

11336 Corbin Avenue, Porter Ranch, CA 91326

(P) 818 368 3231, (DIRECT) 818 271 5053, (C) 818 516 2223

(E) Janestanton@ymcaLA.org (W) www.ymcaLA.org/nv

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> > > immediately and delete all copies of this communication, including attachments, in their entirety, whether in electronic or hard copy format, without reading them or saving them.
> > >
> > > --
> > >
> > > **Stephanie L. Uy**
> > > **Legislative Deputy**
> > > **Councilmember Mitchell Englander**
> > > **Los Angeles City Councilmember President**
> > > **Pro Tempore**
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> > >
> > > --
> > >
> > > John

> --
>
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Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/9/2018, 8:53 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

is this what you were looking for?

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From: **Stephanie Uy** <stephanie.uy@lacity.org>
Date: Wed, Oct 4, 2017 at 2:44 PM
Subject: North Valley YMCA Letter and sponsor form
To: John Choi <john.j.choi@gmail.com>

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Thank you!

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From: Stanton, Jane <JaneStanton@ymcala.org>
Date: Thu, Aug 17, 2017 at 5:13 PM
Subject: Letter and sponsor form
To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch (Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L. <DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

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Attachments:

17 booster sponsor formV2.pdf	114 KB
2017 Booster Mitchell Englander letter.pdf	76.2 KB

Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
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To: Colin Sweeney <colin.sweeney@lacity.org>

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John

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Subject: CCA Reflects: Working Together to End Homelessness - February 2018
From: Central City Association <toh@ccala.org>
Date: 2/27/2018, 11:52 AM
To: <Stephanie.Uy@lacity.org>

Image

February 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Working Together to End Homelessness

We all know that our region is in a homelessness crisis, an issue which clearly shows that we are struggling to meet our collective moral, health, political and economic responsibilities. It is a complex problem that intersects with housing affordability, mental illness, addiction and the criminal justice system. Ending homelessness is the most important challenge we face, and we are pleased to see the breadth of media coverage in the last few months underscoring the need to solve the growing crisis.

The results of the annual Greater Los Angeles Homeless Count will be coming out soon and will likely show a further growth in our homelessness population. And we are eager for results from Loyola Marymount University's annual poll called Forecast LA to see how the public feels about the future of our city.

Homelessness is truly a complicated issue that crosses Department lines, jurisdictions and leadership. That's why United Way's *Everyone In* campaign, which is powered by a diverse coalition, is so important. We are hopeful about the recent action by Councilmembers who committed to backing supportive housing for homeless people in their districts. We are also encouraged by Assembly Bill 3171, a $1.5 billion state funding request to help California's homeless population, and by the recent Proposition HHH project approvals which will fund over 600 units of new supportive housing throughout the city.

At CCA, we have been regularly convening a broad group of thought leaders and finding ways to collaborate. There are numerous people and organizations who are doing great work on this issue, and we have been supporting that work while also leading in other areas. As an organization, we also realize that Downtown faces unique challenges in addressing this crisis and believe that Skid Row should be our barometer for how we measure progress on ending homelessness.

We are working closely with many stakeholders to track progress and hold our institutions and leaders accountable. We want to make sure goals on the number of units built and reduction of the unsheltered homeless population are met. And we want to help policy makers meet these goals. For example, voters approved Proposition HHH, a $1.2 billion bond to build 1,000 units of permanent supportive housing every year for 10 years. At the end of last year, the City didn't come close to meeting that goal in large part due to the complicated approval process for housing projects of all types, and especially supportive housing developments. That's why we are advocating for the passage of the Permanent Supportive Housing and Interim Motel Conversion ordinances which will help streamline the approval process.

We also need to figure out innovative ways to build housing at both new and existing sites across the region. We are using our members' expertise in site identification, planning, and acquisition, and will partner with organizations to develop both supportive and interim housing.

We must also continue to build community in Downtown to make sure it is a safe and welcoming place for all. As many of you may have seen, a recent NBC story illustrated how the homeless population is often the first victim of crime in areas like Skid Row of Downtown. We need solutions to improve public safety and build a safer Downtown community. CCA has an excellent partnership with LAPD’s Central Division and we support all of the work they do. We also recognize the challenges they face with policing Downtown, a place with a concentrated and unsheltered homeless population.

The City of LA will be hiring a new Chief of Police this year, and we are hopeful the next Chief will be an active partner in addressing this complex issue. The next Chief must work across sectors and Department lines, and also have experience with policing a vertical community where public transit, walking and biking are the key modes of transportation. We encourage our members to weigh in on the recruitment of the next Chief. You can submit your feedback on this survey, submit a letter to City Hall or attend a Police Commission meeting.

We look forward to working together on ending this crisis.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

---

This email was sent to Stephanie.Uy@lacity.org
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Central City Association · 626 Wilshire Boulevard · Suite 850 · Los Angeles, CA 90017 · USA

Subject: Fwd: AB 2876 (Jones-Sawyer) Oppose
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 3/21/2018, 3:20 PM
To: Erich King <erich.king@lacity.org>

---------- Forwarded message ----------
From: **Eric Rose** <eric@ekapr.com>
Date: Wed, Mar 21, 2018 at 3:16 PM
Subject: AB 2876 (Jones-Sawyer) Oppose
To: "Councilmember.Englander@lacity.org" <Councilmember.Englander@lacity.org>, "mike.bonin@lacity.org" <mike.bonin@lacity.org>, "joe.buscaino@lacity.org" <joe.buscaino@lacity.org>, "monica.rodriguez@lacity.org" <monica.rodriguez@lacity.org>, "david.ryu@lacity.org" <david.ryu@lacity.org>, "seleta.reynolds@lacity.org" <seleta.reynolds@lacity.org>, Brian Hale <Brian.Hale@lacity.org>, Richard Tefank <richard.tefank@lapd.lacity.org>, "Stephanie.Uy@lacity.org" <Stephanie.Uy@lacity.org>, Richard Llewellyn <Richard.Llewellyn@lacity.org>, Barabara Romero <barbara.romero@lacity.org>, Ben Jones <30236@lapd.online>, David Caldera <25351@lapd.online>, Charlie Beck <21844@lapd.online>, "KShoats@ceo.lacounty.gov." <KShoats@ceo.lacounty.gov>, "Harry Eddo (n4680@lapd.online)" <n4680@lapd.online>, Debra Gonzales <debra.gonzales@lacity.org>, Gabriel Dermer <gabriel.dermer@lacity.org>

Attached please find a copy of the Official Police Garage Association of Los Angeles letter regarding AB 2876.

If passed, this legislation is that it will end most municipal impounding and it will negatively impact the ability for law and parking enforcement to remove vehicles from the street.

Eric W. Rose, Partner

Englander Knabe & Allen

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

O: 213.741.1500 X 525

C. 805.624.0572

www.EKAPR.com

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Stephanie L. Uy
Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember President
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Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Attachments:

OPGLA - AB 2876 Oppose.pdf	67.5 KB

Subject: CCA Reflects: L.A. is Ready for Micro-Units - March 2018
From: Central City Association <toh@ccala.org>
Date: 3/27/2018, 11:00 AM
To: <Stephanie.Uy@lacity.org>

Image

March 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

L.A. is Ready for Micro-Units

By: Jessica Lall, President & CEO, Central City Association

Published on Urbanize on March 21, 2018

In a county facing a shortage of a million housing units, how can we provide more affordable housing, be more welcoming to families, and boost transit ridership in our urban centers? For all three, the answer comes in a small package: micro-units.

Micro-units are apartments as small as 140 square feet and as large as 350, and they take a variety of forms. They can include shared-living arrangements or be entirely self-contained with bathrooms, full kitchens, and even in-unit washers and dryers. They can be amenity-rich or relatively barebones. And they can play a critical role in L.A.'s response to the housing crisis.

In Seattle, the national leader in housing, jobs, and population growth, approximately 5,500 micro-units were built in the four years between 2012 and 2015. Zillow's rent index shows average rent prices in Seattle grew from $1,750 in 2012 to $2,620 today, but micro-units in the city's most desirable neighborhoods can still be found for between $800 and $1,300. It's one of the only unsubsidized housing options that has remained affordable in a city booming with high-paying tech jobs.

Los Angeles should be looking to build micro-units too, especially in highly transit-accessible urban centers like Downtown, Hollywood, North Hollywood, and Koreatown.

Beyond the need for more affordable housing options, there are many other reasons to support micro-units. One is about choice: Currently, units under 400 sq. ft. are almost unheard of in Los Angeles, but not because people wouldn't live in them. As we've seen in cities across the U.S. and around the world, many people will happily exchange a small amount of living space for lower rent, a more central location, and the opportunity to live on their own. We should give them that option.

Families also benefit from micro-units, even if they themselves won't be living in them. Most of those applying to live in our limited supply of available 2- and 3-bedroom homes are not families; they're groups of roommates — some of whom would choose to live alone if there were more affordable alternatives available. An Urban Land Institute survey from 2015 found that "ability to live alone" was one of the highest priorities of micro-unit tenants, after price and location. Micro-units offer all three. If we're going to promote family-friendly development in our growing urban centers, we need complementary housing for singles, young people and retirees to take the pressure off larger units.

Finally, micro-units can help fill in some of the gaps in our urban fabric and increase transit ridership. Here in Downtown Los Angeles we have numerous surface parking lots between 8,000 and 15,000 sq. ft. that would be ideal for micro-unit developments. These sites, despite their proximity to Metro rail stations, have been devalued by the market because they're too small to accommodate multiple levels of garage parking, a prerequisite for most development in L.A. today. The opportunity is ripe to turn these sites into affordable, parking-free micro-unit projects.

Eliminating parking from these buildings would reduce rents by upwards of $200 per month for each unit, and it would also attract car-free residents over those who need a place to store their vehicles. These residents are far more likely to walk, bike, and use transit for most of their trips, and they're the type of residents who benefit most from living in an urban center.

The two largest hurdles to micro-unit development are density limits and parking requirements. Density limits incentivize larger units, and parking minimums devote too much space to cars: It’s nearly impossible to finance 300 sq. ft. apartments when each one has to be paired with 350 sq. ft. of parking. Downtown eliminated density limits in 2007, and with the recent approval of the Transit-Oriented Communities (TOC) guidelines, parking minimums have been eliminated for projects within 750 feet of a Metro rail station that provide on-site affordable housing. We need to expand these policies to more areas with high quality transit access, including neighborhoods outside Downtown.

Micro-units aren’t for everyone, but for many people they’re a perfect solution. For those in medical school internships and other demanding jobs, working 80 hours a week or more, an inexpensive place to sleep, shower, and store their things is all they need. Short-term leases offered by some micro-unit projects can allow new arrivals to explore the city before committing to a year-long lease elsewhere, or deciding to stay where they’re at. And some people simply prefer to spend most of their time outside their home — to treat the city as their living room — and that’s okay too.

We look forward to developers taking the leap with some of the first micro-unit buildings in the city, and hope that our civic leaders will continue to promote further innovation. New housing typologies, building materials, and construction techniques can all help create a more functional and affordable housing market, and micro-units will no doubt play an essential role in that effort.

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Central City Association of Los Angeles **Enhancing DTLA's vibrancy and increasing investment**

This email was sent to Stephanie.Uy@lacity.org
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Subject: RE: [external] Re: Amgen Introduction!
From: "Welsh, Matthew" <welshm@amgen.com>
Date: 4/2/2018, 4:20 PM
To: Stephanie Uy <stephanie.uy@lacity.org>, Diana Yedoyan <DYedoyan@lachamber.com>

Thanks. Looking forward to it.

From: Stephanie Uy [mailto:stephanie.uy@lacity.org]
Sent: Monday, April 02, 2018 4:19 PM
To: Diana Yedoyan <DYedoyan@lachamber.com>
Cc: Welsh, Matthew <welshm@amgen.com>
Subject: Re: [external] Re: Amgen Introduction!

No worries, let's link up soon!

Matt, I'll see you on Friday!

On Mon, Apr 2, 2018 at 4:16 PM, Diana Yedoyan <DYedoyan@lachamber.com> wrote:

> Unfortunately not! I have another commitment but I now Matt is in good hands (: Thank Steph
>
> -
> **Diana Yedoyan** | Senior Manager, Public Policy
> **LOS ANGELES AREA CHAMBER OF COMMERCE**
> 350 S. Bixel St. | Los Angeles, CA 90017
> Ph: 213.580.7558 C: 818.497.5903
> dyedoyan@lachamber.com | **www.lachamber.com**
>
> **From:** Stephanie Uy [mailto:stephanie.uy@lacity.org]
> **Sent:** Monday, April 2, 2018 4:15 PM
>
> **To:** Welsh, Matthew <welshm@amgen.com>
> **Cc:** Diana Yedoyan <DYedoyan@lachamber.com>
> **Subject:** Re: [external] Re: Amgen Introduction!
>
> 200 N Main St, room 405, LA 90012
>
> Diana, will you be joining us for the meeting?
>
> On Mon, Apr 2, 2018 at 2:59 PM, Welsh, Matthew <welshm@amgen.com> wrote:
>
> > That is perfect. What is the address?
> >
> > **From:** Stephanie Uy [mailto:stephanie.uy@lacity.org]
> > **Sent:** Monday, April 02, 2018 2:17 PM
> > **To:** Welsh, Matthew <welshm@amgen.com>; Diana Yedoyan <DYedoyan@lachamber.com>
> >
> > **Subject:** Re: [external] Re: Amgen Introduction!

> > sounds great. We can confirm this friday at 11am. Is my office okay?
> >
> > On Mon, Apr 2, 2018 at 1:35 PM, Welsh, Matthew <welshm@amgen.com> wrote:
> >
> > > Great – how about 11am?
> > >
> > > **From:** Stephanie Uy [mailto:stephanie.uy@lacity.org]
> > > **Sent:** Monday, April 02, 2018 12:05 PM
> > > **To:** Welsh, Matthew <welshm@amgen.com>
> > > **Cc:** Diana Yedoyan <DYedoyan@lachamber.com>
> > > **Subject:** Re: [external] Re: Amgen Introduction!
> > >
> > > Hi Matt,
> > >
> > > I'm free this Friday. I'm out of the office on Thursday for a staff event. On Friday I'm available in the morning between 9:30am-noon.
> > >
> > > Best.
> > >
> > > On Wed, Mar 28, 2018 at 2:01 PM, Welsh, Matthew <welshm@amgen.com> wrote:
> > >
> > > > Stephanie,
> > > >
> > > > Sorry for the delay – I was out of the office yesterday. Great to meet you as well! Unfortunately, I have my head of State Government Affairs in town from DC on Tuesday and Wednesday of next week. Is there any chance you could do Thursday or Friday? I am fairly open both days. Just let me know if there is a good time for you, and if not, we can try and find another day. Thanks.
> > > >
> > > > Matt
> > > >
> > > > **From:** Stephanie Uy [mailto:stephanie.uy@lacity.org]
> > > > **Sent:** Tuesday, March 27, 2018 2:33 PM
> > > > **To:** Diana Yedoyan <DYedoyan@lachamber.com>
> > > > **Cc:** Welsh, Matthew <welshm@amgen.com>
> > > > **Subject:** [external] Re: Amgen Introduction!
> > > >
> > > > Hi Diana!
> > > >
> > > > Thanks for the introductions. I hope you're doing well at the Chamber!
> > > >
> > > > Matthew, it's nice to E-meet you!
> > > >
> > > > How about we get together during the council recess next week? How does Tuesday or Wednesday look?
> > > >
> > > > Best,
> > > >
> > > > On Mon, Mar 26, 2018 at 4:29 PM, Diana Yedoyan <DYedoyan@lachamber.com> wrote:
> > > >
> > > > > Hey Steph,

> Hope you're well! I wanted to introduce you to Matt who works for Amgen, a multinational biopharmaceutical company that's headquartered in Thousand Oaks. They're looking to really get involved in the growing biotech industry here in Los Angeles and I told him about the work your boss has been doing around CSUN and his interest in creating a biotech corridor in the valley. Wanted to see if you would be available for a quick intro meeting sometime, send us what works for you and we'll try to fit in!
>
> Thanks
> Diana
>
> -
> **Diana Yedoyan** | Senior Manager, Public Policy
> **LOS ANGELES AREA CHAMBER OF COMMERCE**
> 350 S. Bixel St. | Los Angeles, CA 90017
> Ph: 213.580.7558 C: 818.497.5903
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http

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e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: CCA Reflects: Forecast LA - April 2018
From: Central City Association <toh@ccala.org>
Date: 4/24/2018, 11:01 AM
To: <Stephanie.Uy@lacity.org>

Image

April 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

It's time to focus on homelessness, mental health and public safety

By: Jessica Lall, President & CEO, Central City Association

This letter was published in Forecast LA 2018, which is an annual survey done by The Center for the Study of Los Angeles at Loyola Marymount University.

Los Angeles is a world-class city renowned for its diversity and creativity, and Downtown Los Angeles (DTLA) is at the heart of it all. It's not only the region's transit hub and center for economic growth, but home to exceptional educational facilities, cultural attractions and hospitality venues. DTLA has experienced an incredible transformation over the last two decades and continues to grow. It hasn't seen this much construction since the Roaring Twenties and will be home to 200,000 residents by 2040. DTLA only represents one percent of the city's land but is projected to see 20 percent of its population growth, and we encourage that and are excited about the future. As we've seen first-hand with DTLA residents and employees, Forecast LA also shows that Angelenos are optimistic about the future but have concerns.

Central City Association is committed to enhancing DTLA's vibrancy and increasing investment in the region. We understand the importance of assessing public opinion to shape our priorities and advocacy agenda. This poll shows that the challenges we need to focus on are homelessness, public safety and mental health resources, and that Angelenos expect our government to lead the way.

Homelessness

Our region is facing a homelessness crisis, an issue which clearly shows that we are struggling to meet our collective moral, health, political and economic responsibilities. Many cities across the nation are also experiencing this, but L.A. is unique in both the sheer scale and unprecedented growth of our unsheltered homeless population. The good news is that Angelenos are very compassionate and generous people. They were willing to tax themselves to increase services and housing for homeless individuals with Measure H and Proposition HHH. And this year's poll shows that they are still willing to increase taxes for this issue. Ending homelessness is the most important challenge we face, and we are proud that Angelenos are committed to working with elected leaders and government agencies on this problem.

Mental Health

We know from the crises we witness on our streets every day that mental health resources matter. It's clear that we are failing to provide adequate resources for Angelenos with mental illnesses, and overwhelmingly, the public feels the Department of Public Health is accountable. We need to work collaboratively with our government leaders to improve access to care and prioritize mental health resources as we plan for our city's future.

Public Safety

This year, residents are more hesitant to recommend our city as a safe place to live. A majority also don't feel that there is a strong presence of police in their neighborhoods. This sentiment is especially important in a year where the City is searching for a new Chief of Police. It is clear that we need to do more to make Angelenos feel safe.

Los Angeles is a city of opportunity and we can address these challenges with coordinated collaboration. We look forward to working with all of you.

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: Fwd: G-3540 Draft Comment Resolution (SOCALGAS AL 5275-A)
From: Camden Collins <camden.collins@lacity.org>
Date: 4/25/2018, 4:43 PM
To: Stephanie Uy <stephanie.uy@lacity.org>
CC: Rafael Prieto <rafael.prieto@lacity.org>

Here's what I got.

There can, of course, be changes before the vote.

---------- Forwarded message ----------
From: **Iribarne, Matthew** <Matthew.Iribarne@cpuc.ca.gov>
Date: Tue, Apr 24, 2018 at 2:26 PM
Subject: G-3540 Draft Comment Resolution (SOCALGAS AL 5275-A)
To: "Joseph.Brajevich@LAdwp.com" <Joseph.Brajevich@ladwp.com>, "kyle.stephens@swgas.com" <kyle.stephens@swgas.com>, "uduak.ntuk@lacity.org" <uduak.ntuk@lacity.org>, "SClorfeine@SempraUtilities.com" <SClorfeine@semprautilities.com>, "toconnor@edf.org" <toconnor@edf.org>, "AMartinez@earthjustice.org" <AMartinez@earthjustice.org>, "GToebben@LAChamber.com" <GToebben@lachamber.com>, "Tracy.Hernandez@bizfed.org" <Tracy.Hernandez@bizfed.org>, "NPedersen@Hanmor.com" <NPedersen@hanmor.com>, "NPedersen@hanmor.com" <NPedersen@hanmor.com>, "Najm.Issam@gmail.com" <Najm.Issam@gmail.com>, "Matt.Pakucko@SavePorterRanch.org" <Matt.Pakucko@saveporterranch.org>, "Stuart@VICA.com" <Stuart@vica.com>, "janet.combs@sce.com" <janet.combs@sce.com>, "ty@tosdallaw.com" <ty@tosdallaw.com>, "Maguirre@amslawyers.com" <Maguirre@amslawyers.com>, "MSeverson@AMSlawyers.com" <MSeverson@amslawyers.com>, "don@ucan.org" <don@ucan.org>, "John.Leslie@Dentons.com" <John.Leslie@dentons.com>, "jason.ackerman@bbklaw.com" <jason.ackerman@bbklaw.com>, "BStarr@OCBC.org" <BStarr@ocbc.org>, "MBuckner@AdamsBroadwell.com" <MBuckner@adamsbroadwell.com>, "Peleo, Marion" <marion.peleo@cpuc.ca.gov>, "marcel@turn.org" <marcel@turn.org>, "EK@a-klaw.com" <EK@a-klaw.com>, "BCragg@GoodinMacBride.com" <BCragg@goodinmacbride.com>, "VidhyaPrabhakaran@dwt.com" <VidhyaPrabhakaran@dwt.com>, "HerbEmmrich@Yahoo.com" <HerbEmmrich@yahoo.com>, "April.Sommer@ProtectOurCommunities.org" <April.Sommer@protectourcommunities.org>, "cesa_regulatory@storagealliance.org" <cesa_regulatory@storagealliance.org>, "JPinjuv@caiso.com" <JPinjuv@caiso.com>, "RL@eslawfirm.com" <RL@eslawfirm.com>, "hodgesJL2@gmail.com" <hodgesJL2@gmail.com>, "ATrowbridge@DayCarterMurphy.com" <ATrowbridge@daycartermurphy.com>, "liddell@energyattorney.com" <liddell@energyattorney.com>, "IssamNajm@PRNC.org" <IssamNajm@prnc.org>, "pjoy.chua@ladwp.com" <pjoy.chua@ladwp.com>, "Sangeetha.Losari@ladwp.com" <Sangeetha.Losari@ladwp.com>, "DWTcpucDockets@dwt.com" <DWTcpucDockets@dwt.com>, "MRW@MRWassoc.com" <MRW@mrwassoc.com>, "CPUCdockets@EQ-Research.com" <CPUCdockets@eq-research.com>, "PGendron@SequentEnergy.com"

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Attached please find Draft Resolution G-3540 scheduled to appear on the May 10. 2018 Commission

Meeting. This addresses Southern California Gas Company's request for expedited approval of its Second Injection Plan and Memorandum between its System Operator and Gas Acquisition Department to Maintain Summer Reliability.

Comments may be submitted according to the attached comment letter.

Matthew Iribarne│Tarriff Unit Energy Division │ Telephone (415) 703-7315│ Matthew.Iribarne@cpuc.ca.gov

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— Attachments: ———

G-3540 Comment Letter.doc	207 KB
G-3540 Draft Comment Resolution (SOCALGAS AL 5275-A).docx	66.5 KB

Subject: CCA Reflects: Maximizing the Impact of Transit Investment in DTLA - May 2018
From: Central City Association <toh@ccala.org>
Date: 5/31/2018, 1:07 PM
To: <Stephanie.Uy@lacity.org>

Image

May 2018
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CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Maximizing the Impact of Transit Investment in Downtown LA

One week after the Regional Connector hit a construction milestone at 50% complete, the Metro Board voted to advance another light rail line: the West Santa Ana Branch (WSAB). Downtown LA continues to strengthen its position as the rail hub for the entire region, and CCA is focused on ensuring that residents, businesses, and visitors all benefit from these transformative investments. The WSAB Line is the latest and one of the most important Metro projects planned for our community, and we want Downtown voices to be heard.

Planned to open as early as 2028, the WSAB will travel from Artesia, through the Gateway Cities, to DTLA. It will carry upwards of 80,000 riders per day, bringing new people and new opportunities to Downtown and finally connecting the Arts District and Industrial District — and potentially the Fashion District — to our regional rail network. It will also be an important mobility option for the additional 125,000 residents and 55,000 workers coming to Downtown over the next two decades.

CCA has several priorities for the WSAB including maximizing ridership, minimizing transfers and travel times, and serving both existing and future job and population centers. Metro proposed three different possible termini for the line and needed to decide which to carry forward into its environmental impact report (EIR). The options were Union Station (Alignments E and F), the Downtown Transit Core at Metro Center or Pershing Square (Alignment G), and Arts District-LA River at 6th Street (Alignment H).

Each option has its own strengths and weaknesses, forcing tradeoffs between important service priorities. Union Station is a valuable transfer point between many different rail lines, but it is not the final destination of most riders and can result in unnecessary transfers and extra travel time. The Downtown Transit Core provides a one-seat ride to more passengers, but fails to serve South Park or much of the Fashion District, and requires a transfer to connect to Union Station. An Arts District-LA River terminus would serve one of the fastest growing neighborhoods in the city and connect to a potential Red Line extension to 6th Street, but it would require transfers for most trips to DTLA.

Amidst the planning for the WSAB, Downtown stakeholders have also been exploring an east-west transit line that would connect the Arts District to South Park via the Industrial and Fashion Districts. The lack of a reliable east-west transit connection has been a long-time concern for CCA and our members. These neighborhoods are not only growing, but South Park is home to the Convention Center with millions of visitors that need accessibility to the rest of Downtown and the region. The WSAB discussion was an opportunity to raise the profile of these concerns and make it clear that the absence of an east-west connection affects the entire Metro rail network.

At Metro's Board meeting on May 24th, CCA advocated that the Board move forward with Alignments E, G, and H because these three termini represent different points along a potential east-west transit connection. Regardless of which alignment would be selected as the environmentally superior alternative, the data from studying these three routes would help demonstrate the strong transit demand all along an east-west corridor, from the Arts District to South Park. We also asked for Metro's support for early planning efforts on an east-west line, separate from environmental review of the WSAB.

The Metro Board of Directors ultimately decided to move forward with Alignments E and G, ending at Union Station and the Downtown Transit Core respectively, and chose not to study Alignment H. Fortunately, Councilmember Huizar's office advanced a motion to begin planning for an extension of the Red Line to a 6th Street Arts District Station, and that work may be leveraged — alongside the WSAB EIR and Metro's Division 20 turnback facility and railyard expansion — to grow support for an east-west transit line through Downtown.

As these projects move ahead, CCA will continue to emphasize the central role that Downtown plays in the regional transportation network and our ongoing need for improved mobility options, especially as we prepare to welcome visitors from all over the world at the 2028 Olympics. Those needs will only increase as people and jobs move to neighborhoods like the Fashion District, Arts District, and Industrial District, and now is the time to plan for that growth — not after it's already arrived. We appreciate the involvement of our members and the leadership of the Business Improvement Districts in these efforts, and we're excited for the benefits that this work will bring to Downtown's residents, businesses, and visitors.

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: CCA Reflects - Dockless Bikes and Scooters: New Approaches to Urban Mobility - June 2018
From: Central City Association <toh@ccala.org>
Date: 6/26/2018, 3:05 PM
To: Stephanie.Uy@lacity.org

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CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Dockless Bikes and Scooters: New Approaches to Urban Mobility

As many of you have seen in recent news, dockless bikes and scooters have become a hot topic, and cities across the country have been wrestling with how to best manage this new approach to urban mobility.

At CCA, we are focused on creating an accessible Downtown with enhanced connections between neighborhoods. Without the need for infrastructure, dockless bike and scooter programs can quickly create an entire new way of getting around a city at an affordable price. They’re a creative solution to first and last-mile connection issues and can make DTLA more accessible for our residents, businesses and visitors. They can also be complementary to and increase ridership for the Metro Bike Share program and the entire Metro system. As the L.A. Times Editorial Board said, "scooters are not a scourge; they're a solution."

Dockless services have already seen success in places like Seattle, which has nearly 10,000 bikes in service throughout the city. There, approximately 75% of riders use the bikes to access transit, and 74% of residents view dockless bikes favorably while less than 20% view them unfavorably. Starting at $1 per ride and available with just a few swipes on a smartphone, dockless services are meeting a need for customers that traditional "docked" bike share options have struggled to attract.

Los Angeles is a growing city and home to the country's worst traffic. Downtown plans to add 125,000 new residents by 2040, and we need to embrace programs that encourage people to get out of their cars and decrease the gridlock on our streets. New mobility options can also promote development that's less car-oriented, helping to improve our urban design and reduce the cost of new housing.

LADOT recently proposed new regulations for dockless bikes and scooters, and their initial recommendations included a three-mile buffer around Downtown where these services would not be allowed to operate. This would have cut off access to bike and scooter sharing for as many as 860,000 people in the city's most dense neighborhoods, including some communities that also don't have access to Metro Bike Share.

With successful policies like the adaptive reuse ordinance, Downtown has proven to be the best testing ground for innovative projects and ideas. Downtown is at the center of LADOT's innovation, with creative ideas around car-sharing, automated vehicles, and bicycle infrastructure being developed. They should continue to be an innovative partner and use Downtown as the place to try out new initiatives that benefit the city, and we are pleased that they revised their recommendations to remove this buffer.

We understand that there are legitimate concerns about these services and that we need proper regulations and incentives in place to keep Angelenos safe. Rules are needed for where to park these devices, the speed at which people can travel and other guidelines for how to create safe and clutter-free sidewalks. In addition, we need to make sure that bikeshare and scooter companies share their data about ridership and their operations with the City. This will help our city officials understand ridership and our city's mobility needs, build trust between operators and our local government, and enable future innovative mobility solutions that create a dynamic and welcoming Downtown Los Angeles.

Services like dockless bikes and scooters just emerged and are rapidly evolving. We agree with the Santa Monica City Council's collaborative approach and the recent action they took for a 16-month pilot program, and we look forward to working with LADOT and the companies leading this innovation to continue these important conversations to create a sustainable program for Los Angeles.

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Subject: 1st Booster Club Dinner Committee meeting
From: "Stanton, Jane" <JaneStanton@ymcala.org>
Date: 7/3/2018, 2:11 PM
To: Brenton Tesler <brentontesler24@gmail.com>, "Englander, Mitch (Councilmember.Englander@lacity.org)" <Councilmember.Englander@lacity.org>, "Eric Moody (eric.moody@lacity.org)" <eric.moody@lacity.org>, "Frank Su (fsu@tollbrothers.com)" <fsu@tollbrothers.com>, "Hannah Lee (sunshiney26@gmail.com)" <sunshiney26@gmail.com>, "Hasson, Dave (pic6dave@hotmail.com)" <pic6dave@hotmail.com>, "Jeffrey S. McConnell (Jeff@ekapr.com)" <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, "John Lee (jdlee813@gmail.com)" <jdlee813@gmail.com>, "Ken Sampson (kennethsampson@hotmail.com)" <kennethsampson@hotmail.com>, "Martinez, Samantha (smartinez@kindelgagan.com)" <smartinez@kindelgagan.com>, "Mayer, Deborah L." <DeborahMayer@ymcala.org>, "Nicole Bernson (nbernson@aol.com)" <nbernson@aol.com>, "Ron Rubine (ron.rubine@lacity.org)" <ron.rubine@lacity.org>, "Stephanie Uy (stephanie.Uy@lacity.org)" <stephanie.Uy@lacity.org>

Stanton, Jane has invited you to 1st Booster Club Dinner Committee meeting

Title: 1st Booster Club Dinner Committee meeting
Location: CD 12 Valley Office
When: Thursday, August 2, 2018 3:00 PM – 4:00 PM
Organizer: Stanton, Jane <JaneStanton@ymcala.org>
Description: I hope you will be able to join us at our first meeting on August 2 at 3pm.

Let me know if the time or day needs to be changed.

Jane

Attendees:
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Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>
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Subject: CCA Reflects - Proposition 10: Wrong Solution for Rent Control Reform - July 2018
From: Central City Association <toh@ccala.org>
Date: 7/31/2018, 11:10 AM
To: Stephanie.Uy@lacity.org

Image

July 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Proposition 10: Wrong Solution for Rent Control Reform

On November 6, 2018, California voters will be asked to cast their ballots on Proposition 10, an initiative that would allow local jurisdictions across the state to create their own rules on rent control. It is authored and funded by AIDS Healthcare Foundation president Michael Weinstein, who was also behind Measure S. Improving housing affordability and reducing homelessness are top priorities for our organization, which is why our members voted to officially oppose the initiative and why we believe it's important to explain how this position supports those goals.

Proposition 10 would repeal the Costa-Hawkins Rental Housing Act, a California statute passed in 1995 that regulates rent control. One of the key provisions of the law is "vacancy decontrol," a rule that allows landlords to charge market rent when a new tenant leases a unit. Costa-Hawkins also prohibits applying rent control to single family homes, most condo units, and multifamily rental units first occupied after February 1, 1995 (i.e., new construction).

Rent-stabilized units in L.A. are limited to rent increases between 3% and 8% per year, though the increases permitted by the Rent Adjustment Commission have only exceeded 3% in three out of the past 20 years, and they haven't exceeded 5% in any year since 1985. Here in Los Angeles there are approximately 600,000 rent-stabilized units, which is about 3/4 of the city's multifamily housing stock. Since 2001, upwards of 20,000 rent-stabilized units have been taken off the market for demolition, condo conversion, or other changes of use. Rent control is limited in L.A. to units built prior to October 1, 1978.

To support the Costa-Hawkins repeal initiative, proponents point to the declining number of rent-stabilized units, rent increases that occur when tenants vacate a unit, and the relative lack of stability for renters in condos, single-family homes, and newer multifamily units which are not subject to rent control.

Opponents argue that rent control is poorly targeted, with savings tied to length of tenancy rather than financial need, and that expanding rent control can depress housing production, worsening the housing shortage that's at the root of the affordability crisis. They also point to economic studies like those published by Diamond, McQuade, and Qian from Stanford University which show that while rent control policies benefit some, their net impact to renters is negative.

CCA recognizes that our current housing market is failing too many people. Unfortunately a full repeal of Costa Hawkins goes too far, setting the state up for a variety of abuses and unintended consequences, many of them irreversible. This is why not only business organizations and housing developers oppose Proposition 10, but also veterans groups, the California NAACP, and the Building Trades Council, one of the largest labor groups in the state.

One of CCA's main concerns with Proposition 10 is that it would completely remove all of the "guard rails" of the Costa-Hawkins Act, almost certainly leading to negative impacts on the supply of new housing and thereby decreasing overall housing affordability. Many cities across the state have been hostile to housing production, and this initiative would give them new tools to create barriers to development. These jurisdictions could, for example, apply vacancy control to new housing, dramatically increasing the financial risk of housing development and redirecting capital investment into other states and other sectors. This is the last thing we need in a state with a housing deficit of more than three million homes.

Image

Proposition 10 could threaten new housing production, including the Transit Oriented Communities (TOC) program which incentivizes the creation of affordable housing. A map of TOC projects is here.
Source: L.A. Department of City Planning, Housing Project Report, July 2018

Even in well-meaning cities there's potential for rent control regulations to have unintended negative consequences -- a theme we've seen time and again with "ballot box planning" initiatives like Proposition 13 and Proposition U, and now Proposition 10. Ballot measures like these tend to create more problems than they solve, and they've made it harder -- not easier -- to address the root causes of our housing affordability crisis.

Our other primary concern is the inflexibility of this initiative. Unlike rules enacted through the state legislature, Proposition 10's effects could only be reversed or reformed through another ballot measure. Rent control reform should be worked out in the state legislature, where its policy implications can be fully considered -- and where mistakes or changing circumstances allow for the law to be revisited and fixed in the years to come. The time is ripe for a bill that reforms Costa-Hawkins' more out-of-date provisions while maintaining the guard rails that ensure continued housing production and a state of good repair for existing rental homes.

We know that resolving the housing crisis will require a comprehensive approach, addressing not just housing production but also tenant stability and public resources. We believe it's possible -- and, in fact, necessary -- to advance all of these interests simultaneously. That's why CCA is strongly supporting Proposition 1, a $4 billion housing bond for the construction of new affordable housing, which will also be on the November ballot.

Proposition 10 was not written with a holistic approach in mind, and its narrow focus would undermine efforts to provide more housing and increase public subsidies. CCA is committed to opposing Proposition 10 this November, and we will continue working with our members, state and local officials, and other key partners to advocate for comprehensive, win-win solutions to the housing crisis.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

Unsubscribe or update subscription preferences

You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017

Subject: CCA Reflects: Mitchell v. City of Los Angeles – It’s Time to Stand Up - August 2018
From: Central City Association <toh@ccala.org>
Date: 8/30/2018, 11:20 AM
To: Stephanie.Uy@lacity.org

Image

August 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Mitchell v. City of Los Angeles -- It's Time to Stand Up

Homelessness affects us all. We see every day that our city is in the middle of a crisis and that we are struggling to meet our collective responsibilities. There has been an abundance of media coverage that has thoroughly examined the issue. For example, *Dateline*'s recent special on homelessness called "City of Angels" showcased the state of our streets with a special focus on Downtown Los Angeles. Homelessness is a complicated issue and there are many reasons for the growing epidemic and why it is so difficult to solve. One of the hardships we face is the series of legal actions that has kept the City's hands tied from properly managing our sidewalks. We need to end the cycle that further entrenches the status quo of people living on the street and instead push comprehensive and thoughtful solutions that move people to interim and permanent housing.

Mitchell v. City of Los Angeles is a case filed against the City of Los Angeles in the Central District of California by the Legal Aid Foundation of Los Angeles. In April 2016, the district court issued a preliminary injunction against the City, which effectively eliminates any limits on personal goods on the public right of way, and applied the injunction only to Downtown, specifically from Spring to Alameda and 3rd to 8th Streets. The court accepted the plaintiffs' allegations as true for the purpose of formulating its order, and it held that the alleged conduct of the City raised Fourth Amendment privacy and Fourteenth Amendment Due Process concerns.

The City Council will be discussing this lawsuit and deciding how to proceed before the February 2019 trial date. The City has a few options: (1) settle the *Mitchell* case in accordance with the current injunction so it only applies to Downtown, (2) enter into a citywide settlement or (3) go to trial. **We are strongly advocating for the City to go to trial and not settle on terms that would decrease the quality of life for the homeless population in Downtown.**

Settling the case so that the terms only apply to Downtown would be devastating. This could permanently remove the 60-gallon limit on the amount of personal property established in LA Municipal Code 56.11 (Storage of Personal Goods) only in Downtown. Eliminating this limit will result in further densification of the Downtown homeless population and make it more challenging to provide housing, services and facilities to meet the current need. This will also prevent people from seeking services, reconciling with family or significant others, or actively pursuing housing and other life opportunities by making life on the sidewalk permanent.

Homeless services, facilities and housing are the answers to ending homelessness, not the precursors to allowing unlimited goods on the public right of way. The Downtown area included in *Mitchell* has the highest concentration of homeless individuals, housing and facilities. **What precedent does it set for building homeless housing and the City's "A Bridge Home" initiative if the area with the most homeless services and housing is the place without limits on goods on the public right of way?**

A Downtown-only settlement implies that those who currently have housing or are engaged in services to get off the streets in Downtown deserve less than those who live in the rest of the city. Why should people in one neighborhood be treated differently? **It is bad public policy to deny people in Downtown the same rights that we provide to other residents in the city.**

In addition, **we are very concerned that permanently setting a different standard in one neighborhood is unconstitutional and would set the City up for litigation in other neighborhoods**. Singling out Downtown is not the solution.

We believe that the City has a strong case for going to trial. For the preliminary injunction phase of *Mitchell*, Judge Otero of the Central District of California did not have to review the City's evidence. If the case goes to trial, he will have to enter the trying of facts phase and consider the City's conflicting evidence.

Judge Otero also needs to hear about the tremendous progress the City has made on homelessness since the injunction was issued in 2016. We've passed Proposition HHH and Measure H, identified interim housing sites and opened a storage facility, sobering center and the Refresh spot. We also are waiting for the $85 million for interim housing from the State surplus budget that we fought for. $20 million of this will go to Downtown, and two sites have already been identified in Downtown. **All of this progress is not recognized in *Mitchell*, and a trial would give the City the opportunity to stand up and showcase this work.**

We are at a unique inflection point where all parties are working toward the same goal of ending homelessness, and the City is at the cusp of making significant progress. We cannot let another court case get in the way.

CCA has built a diverse coalition of civic, business and community leaders -- including The LA Area Chamber of Commerce, The Midnight Mission, United Way, Weingart and others -- to voice our opinion on this issue and submitted a letter to the City. We will continue to share our thoughts with our elected officials, especially as we prepare for the case to be discussed at Homelessness and Poverty Committee on October 3 (tentative). Please let us know if you are interested in joining our coalition.

Image

Image Image Image Image

Central City Association of Los Angeles

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You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017

Subject: RSVP for CCA's Holiday Party - Dec. 4
From: Central City Association <info@ccala.org>
Date: 11/15/2018, 10:22 AM
To: Stephanie.Uy@lacity.org

CCA Special Event

Image

RSVP

For event questions, please contact **Leslie Chung** at lchung@ccala.org.

For sponsorship opportunities, please contact **Nhien Lasky** at nlasky@ccala.org.

GET DIRECTIONS

Image

Image Image Image Image

Central City Association of Los Angeles

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You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017
View Online

Subject: Re: FW: LAPD request
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 1/23/2019, 9:17 AM
To: Matthew Hernandez <matthew.hernandez@lacity.org>

Thanks for your help on this! She's a former Huizar staffer.

On Wed, Jan 16, 2019 at 1:57 PM Matthew Hernandez <matthew.hernandez@lacity.org> wrote:

> Hi Diana,
>
> Yes, I'd be glad to help!
>
> I need to know who is the coordinator of the event, contact info for them and what time does the event begin and end. Are they requesting the LAPD to formally speak to the kids or just have stuff on display and interact with them?
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> Best,
> **Matthew A. Hernandez**
> **Public Safety Deputy**
> **Office of Councilmember Greig Smith**
> **Community Service Center: (818) 882-1212**
> **City Hall: (213) 473-7012**
> **e: Councilmember.Smith@lacityorg | w: CD12.org**
>
> On Wed, Jan 16, 2019 at 11:45 AM Diana Yedoyan <DYedoyan@lachamber.com> wrote:
>
>> Woops, had the wrong email. Sorry! Please see below.
>>
>> -
>>
>> **Diana Yedoyan** | Senior Manager, Public Policy
>>
>> **LOS ANGELES AREA CHAMBER OF COMMERCE**
>>
>> 350 S. Bixel St. | Los Angeles, CA 90017
>> Ph: 213.580.7558 C: 818.497.5903
>> dyedoyan@lachamber.com | **www.lachamber.com**

From: Diana Yedoyan
Sent: Wednesday, January 16, 2019 11:44 AM
To: 'mathew.hernandez@lacity.org' <mathew.hernandez@lacity.org>
Cc: 'Stephanie Uy' <stephanie.uy@lacity.org>
Subject: LAPD request

Hi Matt,

Steph said you'd be the right person to reach out to with a request for LAPD. My mom is the director of a local preschool in your district and they're having a safety day to teach the kids about LAPD and LAFD, they already have LAFD confirmed but need help securing LAPD officers. The address is 10900 Hayvenhurst Ave and are open to any dates the end of February or beginning of March. Is this something you could help me arrange?

Thanks!

Diana

-

Diana Yedoyan | Senior Manager, Public Policy

LOS ANGELES AREA CHAMBER OF COMMERCE

350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7558 C: 818.497.5903
dyedoyan@lachamber.com | **www.lachamber.com**

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212

e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: Invitation: Meet & Greet w/ Jessica Lall, CEO & President CCA @ Tue Feb 26, 2019 9:30am - 10am (PST) (stephanie.uy@lacity.org)
From: Greig Smith <greig@lacity.org>
Date: 1/31/2019, 2:05 PM
To: stephanie.uy@lacity.org

greig@lacity.org has invited you to Meet & Greet w/ Jessica Lall, CEO & President CCA

Title: Meet & Greet w/ Jessica Lall, CEO & President CCA
Location: Room 405
When: Tuesday, February 26, 2019 9:30 AM – 10:00 AM
Organizer: greig@lacity.org <greig@lacity.org>
Description: Contact: Shawn Bratton @ 213.416.7515 or sbratton@ccala.org

-::~:~::~::~:~::-
Please do not edit this section of the description.

View your event at https://www.google.com/calendar/event?action=VIEW&eid=M240YXB0YmJrMnBhNHZqZnJ1Y2Y2aGRsMDIgc3RlcGhhbmllLnV5QGxhY2l0eS5vcmc&tok=MTYjZ3JlaWdAbGFjaXR5Lm9yZzRmNzFmMDMwZTJkMzBmNzg0M2QxMWMyYmYyYjMwMGQxNDUxODEzZjU&ctz=America%2FLos_Angeles&hl=en&es=1.
-::~:~::~::~:~::-

Attendees: greig@lacity.org <greig@lacity.org>
stephanie.uy@lacity.org <stephanie.uy@lacity.org>

Attachments:

invite.ics	1.4 KB

Subject: Mitchell v. City of LA
From: Marie Rumsey <mrumsey@ccala.org>
Date: 3/4/2019, 4:41 PM
To: "stephanie.uy@lacity.org" <stephanie.uy@lacity.org>

Hi Stephanie,

Attached is CCA's letter on this item. Please let us know if you'd like to discuss.

Thank you, Marie

CCA
CENTRAL CITY ASSOCIATION OF LOS ANGELES

Marie Rumsey
Vice President of Public Policy
213.416.7513 | mrumsey@ccala.org | ccala.org
626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017
Please note our new address

Attachments:

Mitchell v. City of LA - City Council 3.6.19.pdf	274 KB

Subject: Fwd: Mitchell v. City of LA
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 3/5/2019, 9:26 AM
To: Hannah Lee <hannah.lee@lacity.org>

---------- Forwarded message ---------
From: **Marie Rumsey** <mrumsey@ccala.org>
Date: Mon, Mar 4, 2019 at 4:41 PM
Subject: Mitchell v. City of LA
To: stephanie.uy@lacity.org <stephanie.uy@lacity.org>

Hi Stephanie,

Attached is CCA's letter on this item. Please let us know if you'd like to discuss.

Thank you, Marie

CENTRAL CITY ASSOCIATION OF LOS ANGELES

Marie Rumsey
Vice President of Public Policy

213.416.7513 | mrumsey@ccala.org | ccala.org

626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017

Please note our new address

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Attachments:

Mitchell v. City of LA - City Council 3.6.19.pdf	274 KB

Subject: Re: Mitchell
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 3/5/2019, 2:26 PM
To: Tina Oh <toh@ccala.org>

Great, talk to you soon. I'm in the office, so you can call our main line.

On Tue, Mar 5, 2019 at 9:20 AM Tina Oh <toh@ccala.org> wrote:

> 2:30 would be great! It will only take a few minutes.
>
> ---
>
> **From:** Stephanie Uy <stephanie.uy@lacity.org>
> **Date:** Tuesday, March 5, 2019 at 9:03 AM
> **To:** Tina Oh <toh@ccala.org>
> **Subject:** Re: Mitchell
>
> Good morning Tina,
>
> Sorry for the delayed response, I was out of the office sick yesterday. I'm happy to chat this afternoon, maybe around 2:30pm/3pm? How does that work for you?
>
> Talk soon,
>
> On Mon, Mar 4, 2019 at 2:15 PM Tina Oh <toh@ccala.org> wrote:
>
>> Hi Stephanie,
>>
>> Good seeing you last week at our meeting with the Councilmember. Do you have a quick minute to chat? I just want to follow up on an item we discussed.
>>
>> You can reach me on my cell at 310-745-0211. Thank you!

Tina Oh
Vice President of Communications

213.416.7521 | toh@ccala.org | ccala.org

626 Wilshire Blvd., Suite 850, Los Angeles, CA 90017

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Image removed by sender.

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: Fwd: LAPD request
From: Diana Yedoyan <DYedoyan@lachamber.com>
Date: 3/9/2019, 4:06 PM
To: "stephanie.uy@lacity.org" <stephanie.uy@lacity.org>

Hey I still haven't heard from him. Is there any way you can help? My moms still waiting on getting someone out there.

Sent from my iPhone

Begin forwarded message:

> **From:** Diana Yedoyan <DYedoyan@lachamber.com>
> **Date:** February 21, 2019 at 11:25:17 AM PST
> **To:** Matthew Hernandez <matthew.hernandez@lacity.org>
> **Subject: RE: LAPD request**

> Hey there,
>
> Any updates on this?
>
> -
> **Diana Yedoyan** | Senior Manager, Public Policy
> **LOS ANGELES AREA CHAMBER OF COMMERCE**
> 350 S. Bixel St. | Los Angeles, CA 90017
> Ph: 213.580.7558 C: 818.497.5903
> dyedoyan@lachamber.com | **www.lachamber.com**
>
> ---
>
> **From:** Diana Yedoyan
> **Sent:** Wednesday, February 6, 2019 3:33 PM
> **To:** Matthew Hernandez <matthew.hernandez@lacity.org>
> **Subject:** Re: LAPD request
>
> Thank you so much!
>
> Sent from my iPhone
>
> On Feb 6, 2019, at 3:31 PM, Matthew Hernandez <matthew.hernandez@lacity.org> wrote:
>
>> Hi Diana,
>>
>> I reached out to your Mom and LAPD. I will coordinate a date with LAPD and get back to your Mom with a date for a presentation.

Best,
Matthew A. Hernandez
Public Safety Deputy
Office of Councilmember Greig Smith
Community Service Center: (818) 882-1212

City Hall: (213) 473-7012

e: Councilmember.Smith@lacityorg | w: CD12.org
https://docs.google.com/uc?ex

On Wed, Feb 6, 2019 at 11:54 AM Diana Yedoyan <DYedoyan@lachamber.com> wrote:

> Thank you so much!
>
> -
> **Diana Yedoyan** | Senior Manager, Public Policy
> **LOS ANGELES AREA CHAMBER OF COMMERCE**
> 350 S. Bixel St. | Los Angeles, CA 90017
> Ph: 213.580.7558 C: 818.497.5903
> dyedoyan@lachamber.com | **www.lachamber.com**
>
> **From:** Matthew Hernandez <matthew.hernandez@lacity.org>
> **Sent:** Wednesday, February 6, 2019 11:53 AM
> **To:** Diana Yedoyan <DYedoyan@lachamber.com>
> **Subject:** Re: LAPD request
>
> Hi Diana,
>
> I know I spoke to the sgt from the community relations office and forwarded them the information about this during the time of the LAUSD protests while they were swamped. I'll call your Mom today, get all the information they need and make sure LAPD gets it. I'll confirm with you later today, if not, tomorrow morning.
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>
> On Tue, Feb 5, 2019 at 9:31 PM Diana Yedoyan <DYedoyan@lachamber.com> wrote:

Hey Matt, no ones reached out to my mom. Did you want me to contact LAPD directly?

Sent from my iPhone

On Jan 17, 2019, at 4:46 PM, Matthew Hernandez <matthew.hernandez@lacity.org> wrote:

> Got it thank you!
>
> I will reach out to your mother, Tereza, and coordinate between the two.
>
> Best,
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> **Public Safety Deputy**
> **Office of Councilmember Greig Smith**
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> On Wed, Jan 16, 2019 at 2:13 PM Diana Yedoyan <DYedoyan@lachamber.com> wrote:
>
> > Thanks so much! The contact would be my mom, Tereza Yedoyan at 818-497-5903 and the time for the event would be 9-9:30 am. I think they would want both, the officers to speak to the kids and answer some questions but also have equipment and maybe a car to show the kids. Let me know if you have any other questions.
> >
> > -
> > **Diana Yedoyan** | Senior Manager, Public Policy
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> > 350 S. Bixel St. | Los Angeles, CA 90017
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> > dyedoyan@lachamber.com | **www.lachamber.com**
> >
> > **From:** Matthew Hernandez <matthew.hernandez@lacity.org>
> > **Sent:** Wednesday, January 16, 2019 1:57 PM
> > **To:** Diana Yedoyan <DYedoyan@lachamber.com>
> > **Subject:** Re: FW: LAPD request
> >
> > Hi Diana,
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https://docs.google.com/uc?ex

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> Woops, had the wrong email. Sorry! Please see below.
>
> -
> **Diana Yedoyan** | Senior Manager, Public Policy
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> dyedoyan@lachamber.com | **www.lachamber.com**
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> **From:** Diana Yedoyan
> **Sent:** Wednesday, January 16, 2019 11:44 AM
> **To:** 'mathew.hernandez@lacity.org' <mathew.hernandez@lacity.org>
> **Cc:** 'Stephanie Uy' <stephanie.uy@lacity.org>
> **Subject:** LAPD request
>
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>
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> Diana
>
> -

Diana Yedoyan | Senior Manager, Public Policy
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350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7558 C: 818.497.5903
dyedoyan@lachamber.com | **www.lachamber.com**

Subject: Re: LAPD request
From: Diana Yedoyan <DYedoyan@lachamber.com>
Date: 3/11/2019, 2:42 PM
To: Stephanie Uy <stephanie.uy@lacity.org>

Girl I could have called LAPD and set this up already 😭 it was supposed to be for this month and it's almost mid March.

Sent from my iPhone

On Mar 11, 2019, at 5:18 PM, Stephanie Uy <stephanie.uy@lacity.org> wrote:

> Hey Diana,
>
> I spoke to Matt about this 2 weeks ago, he's definitely working on it & I know he's already spoken to the officers about it. But I'll follow up once he's back in the office next Wednesday.
>
> On Sat, Mar 9, 2019 at 4:06 PM Diana Yedoyan <DYedoyan@lachamber.com> wrote:
>
> > Hey I still haven't heard from him. Is there any way you can help? My moms still waiting on getting someone out there.
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> > Sent from my iPhone
> >
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> >
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> > > **Diana Yedoyan** | Senior Manager, Public Policy

LOS ANGELES AREA CHAMBER OF COMMERCE

350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7558 C: 818.497.5903
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Diana Yedoyan | Senior Manager, Public Policy

LOS ANGELES AREA CHAMBER OF COMMERCE

350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7558 C: 818.497.5903
dyedoyan@lachamber.com | **www.lachamber.com**

From: Matthew Hernandez <matthew.hernandez@lacity.org>
Sent: Wednesday, January 16, 2019 1:57 PM
To: Diana Yedoyan <DYedoyan@lachamber.com>
Subject: Re: FW: LAPD request

Hi Diana,

Yes, I'd be glad to help!

I need to know who is the coordinator of the event, contact info for them and what time does the event begin and end. Are they requesting the LAPD to formally speak to the kids or just have stuff on display and interact with them?

Best,
Matthew A. Hernandez
Public Safety Deputy
Office of Councilmember Greig Smith
Community Service Center: (818) 882-1212
City Hall: (213) 473-7012
e: Councilmember.Smith@lacity.org | w: CD12.org
https://docs.google.com/uc

On Wed, Jan 16, 2019 at 11:45 AM Diana Yedoyan <DYedoyan@lachamber.com> wrote:

> Woops, had the wrong email. Sorry! Please see below.
>
> -
>
> **Diana Yedoyan** | Senior Manager, Public Policy
>
> **LOS ANGELES AREA CHAMBER OF COMMERCE**
>
> 350 S. Bixel St. | Los Angeles, CA 90017
> Ph: 213.580.7558 C: 818.497.5903
> dyedoyan@lachamber.com | **www.lachamber.com**
>
> ---
>
> **From:** Diana Yedoyan
> **Sent:** Wednesday, January 16, 2019 11:44 AM
> **To:** 'mathew.hernandez@lacity.org' <mathew.hernandez@lacity.org>
> **Cc:** 'Stephanie Uy' <stephanie.uy@lacity.org>
> **Subject:** LAPD request
>
> Hi Matt,
>
> Steph said you'd be the right person to reach out to with a request for LAPD. My mom is the director of a local preschool in your district and they're having a safety day to teach the kids about LAPD and LAFD, they already have LAFD confirmed but need help securing LAPD officers. The address is 10900 Hayvenhurst Ave and are open to any dates the end of February or beginning of March. Is this something you could help me arrange?

Thanks!

Diana

-

Diana Yedoyan | Senior Manager, Public Policy

LOS ANGELES AREA CHAMBER OF COMMERCE

350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7558 C: 818.497.5903
dyedoyan@lachamber.com | **www.lachamber.com**

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall:
213-473-7012
Community Service Center:
818-882-1212
e:
Councilmember.Smith@lacityorg
| w:
CD12.org

Subject: Invitation: Meeting w/ Marcus Allen (EKA) & Kristyn Nelms, Anthem re:... @ Tue Mar 26, 2019 9:30am - 10am (PDT) (stephanie.uy@lacity.org)
From: Greig Smith <greig@lacity.org>
Date: 3/14/2019, 11:14 AM
To: stephanie.uy@lacity.org

greig@lacity.org has invited you to Meeting w/ Marcus Allen (EKA) & Kristyn Nelms, Anthem re: Anthems proposed 2 year renewal

Title: Meeting w/ Marcus Allen (EKA) & Kristyn Nelms, Anthem re: Anthems proposed 2 year renewal
Location: Room 405
When: Tuesday, March 26, 2019 9:30 AM – 10:00 AM
Organizer: greig@lacity.org <greig@lacity.org>
Description: Contact: Candace Barger @ 213.741.1500 x585 or candace@ekapr.com

-::~:~::~::~:~::-
Please do not edit this section of the description.

View your event at https://www.google.com/calendar/event?action=VIEW&eid=NGN0cmwzMjQwbmVvZ2IzNjRlM2t0Njg5aDAgc3RlcGhhbmllLnV5QGxhY2l0eS5vcmc&tok=MTYjZ3JlaWdAbGFjaXR5Lm9yZzk4MGU3YTViNGFkMDA4OThlZWNlYTQ5MjE4OWVhYmRlYzExZDdkYWQ&ctz=America%2FLos_Angeles&hl=en&es=1.
-::~:~::~::~:~::-

Attendees: stephanie.uy@lacity.org <stephanie.uy@lacity.org>
greig@lacity.org <greig@lacity.org>

Attachments:

invite.ics	1.4 KB

Subject: Fw: Ideas for a motion
From: Greig Smith <citycouncilguy@yahoo.com>
Date: 3/19/2019, 10:33 PM
To: Stephanie Uy <stephanie.uy@lacity.org>, Colin Crews <colin.crews@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>

----- Forwarded Message -----
From: Eric Rose <eric@ekapr.com>
To: Greig Smith <citycouncilguy@yahoo.com>
Sent: Tuesday, March 19, 2019, 6:59:12 PM PDT
Subject: Ideas for a motion

Maintain the Ability to Enforce Parking Laws Through Appropriate Towing

AB 516 (Chiu) purports to address the impacts of three categories of towing identified in "Towed Into Debt: How Towing Practices in California Punish Poor People" (Public Law Center, et al, March 2019). The report makes – as it acknowledges – conclusions and recommendations based on incomplete data and analysis. One of the report's conclusions that relates to AB 516 is: "Once a car is towed, many California families do not have the money to retrieve the car and cannot borrow the money." While this may be true, the cause of towing is not actually poverty, but the repeated, intentional acts of the vehicle owner/operator to not comply with specific parking and vehicle registration laws, as discussed below.

[the # is ~80% but need to confirm with LADOT or delete and say "Most…"; unclear if LADOT will provide the figure…]

Both state and municipal parking laws promote public safety and ensure fair and equitable access to on-street parking that supports the economy and our populace. Persons with five or more parking tickets are scofflaws who repeatedly and intentionally violate parking laws (California Vehicle Code Section 22651(i)). Scofflaws do not represent a significant proportion of parking citations issued in the City of Los Angeles. Over __% of vehicles cited for a parking violation are not cited again for another parking violation. The current threshold of towing for five or more unpaid parking citations means that a driver – regardless of his or her financial situation – did not simply make a mistake or two. It means he or she violated parking laws repeatedly (which is unrelated to poverty) and subsequently did not pay the associated fines.

Likewise, CVC Section 22651(o)(1)(A) allows for towing unregistered vehicles. A vehicle with an expired vehicle registration for more than six months has an owner that has intentionally decided not to comply with the law. It is not simply a late or delinquent payment and six months provides ample time to identify funds so that the registration can be paid or make alternative transportation arrangements. By not complying with vehicle registration requirements, vehicle owners also avoid having to provide evidence of vehicle insurance to the Department of Motor Vehicles. Lack of legally required vehicle insurance poses a public safety and financial risk to other motorists, cyclists, and pedestrians.

Finally, CVC Section 22651(k) authorizes the City Council to adopt 72-hour parking limits, as codified in Los Angeles Municipal Code Section 80.73.2. Vehicles parked illegally for more than 72 hours – regardless if they were parked legally for the first 72 hours – constitute an unfair utilization of on-street parking assets that should be available to the public at large, not just to an individual vehicle owner who intentionally breaks the law. In cases where the vehicle is inoperable and the reason the vehicle has not been moved is because the owner may not have the resources to pay for a repair, AB 516 would enable that owner to permanently occupy an on-street parking space and make that asset unavailable to the rest of the public in perpetuity. Such a vehicle that is not moved by the owner for an extended period of time becomes a de facto abandoned vehicle, a contributing factor to neighborhood blight and conditions identified by George L. Kelling and James Q. Wilson in their seminal essay “Broken Windows” (1982).

[decision point: include description of data analysis and report critique of City of Los Angeles?]

For context, the report highlights data analysis from eight of “approximately 20 different agencies” based on data supposedly received under the California Public Records Act (CPRA). The report does not base any of its analysis on the City of Los Angeles and speciously characterizes the City of Los Angeles as unresponsive. The report’s contributor organizations and staff all are well-funded and sophisticated. It is unclear why the report would be rushed if the City of Los Angeles and other agencies’ data was important. If the City of Los Angeles did not comply with the CPRA, as the report insinuates, the contributor organizations have the resources to secure any data that the City is legally required to provide.

Owning a vehicle is not a right and the City of Los Angeles is making extensive efforts to make the City more accessible and livable through expanded transit, cycling, pedestrian, and other transportation modes. Owning a vehicle comes with responsibilities, both legal and financial. Vehicle ownership has legally required costs (e.g. vehicle registration) and avoidable costs when the owner/operator behavior complies with parking laws (i.e. does not violate parking laws and/or pays citations in a timely manner when they do).

AB 516 (Chiu) may be a well-intentioned bill that attempts to address the financial impacts of some categories of towing, but it actually creates unwarranted incentives and rewards for scofflaws and lawbreakers that will result in negative impacts on the broader community.

I THEREFORE MOVE that Council adopt an OPPOSE position on AB 516 (Chiu) related to changes to California law that would reduce the City of Los Angeles’ ability to tow the vehicles of scofflaws and lawbreakers.

Subject: Re: Fw: This legislation will hurt LA
From: Erich King <erich.king@lacity.org>
Date: 3/19/2019, 9:59 AM
To: Greig Smith <citycouncilguy@yahoo.com>
CC: Stephanie Uy <stephanie.uy@lacity.org>, Colin Crews <colin.crews@lacity.org>, Eric Moody <eric.moody@lacity.org>

On it

Erich King
Legislative Deputy
Office of Councilmember Greig Smith
Community Service Center: 818-882-1212
City Hall: 213-473-7012

e: Councilmember.Smith@lacity.org | w: cd12.org

On Tue, Mar 19, 2019 at 9:56 AM Greig Smith <citycouncilguy@yahoo.com> wrote:

> Lets get on this
>
> ----- Forwarded Message -----
> **From:** Eric Rose <eric@ekapr.com>
> **To:** Greig Smith <citycouncilguy@yahoo.com>
> **Sent:** Tuesday, March 19, 2019, 8:49:59 AM PDT
> **Subject:** This legislation will hurt LA
>
> Greig,
>
> The proposed legislation by Assemblymember David Chiu to "eliminate poverty-related towing." The OPG's can't oppose this because it will be viewed as self-serving. I hope the City will oppose this legislation. Can you imagine the outrage from residents if the City can't tow motorhomes or cars that are parked for more than 72 hours? Below is the press release that Assemblymember Chiu put out. I am also attaching the "fact sheets" he issued.
>
> Can I draft a motion for your consideration to have the City oppose this bill?
>
> **PRESS RELEASE**

For Immediate Release

March 18, 2019

Jen Kwart, jennifer.kwart@asm.ca.gov, 714.749.2001 (Chiu)

Assemblymember David Chiu Introduces Bill to Eliminate Poverty-Related Towing

Legislation ensures towing is conducted to improve public safety and traffic flow rather than as a debt collection tool that harms low-income people

SAN FRANCISCO—Assemblymember David Chiu (D-San Francisco) introduced a bill today that seeks to end towing practices that harm low-income people. Assembly Bill 516 would eliminate towing conducted as a debt collection tool to compel payment for unpaid parking tickets or expired vehicle registrations.

“Taking someone’s car away for the sole reason of collecting a debt is not going to help that person pay that debt,” said Assemblymember Chiu. “Towing should be used to ensure proper traffic flow and public safety, not to push poor people further into poverty.”

For the tens of thousands of middle- and low-income Californians who have had their vehicles towed every year, it is more than a stressful, expensive inconvenience. A vehicle tow can lead to not only the permanent loss of a car, but also the loss of employment, access to school and medical care, and for some, their only shelter.

In California, it typically costs a minimum of $500 to retrieve a car that has been impounded. If the car was towed in order to collect a debt such as unpaid parking tickets or vehicle registration fees, the owner must first pay off those debts and cover daily vehicle storage fees before they can pay to get their car back from a tow yard, which can approach $1,500.

Many people do not have the means to pay for such large costs. A recent federal report showed that 40 percent of Americans lack the savings necessary to cover an unexpected expense of $400. As documented by *Towed Into Debt*, what this often means is a tow can lead to the permanent loss of a car by the original owner.

When a car owner is unable to pay debts or towing fees, the local government and towing company try to

> recover those debts by selling the car at a lien sale. However, the costs associated with the tow, storage, and lien sale fees are often far greater than the amount the vehicles are sold for. Data from municipalities around California show that towed vehicles are usually sold for an average of $2,000 less than what it costs to tow and store the vehicles.
>
> In San Francisco, half of all vehicles towed for debt collection are sold at lien sales, meaning that half of debt collection tows result in no debt collection. The inability to recover the true cost of the tow -- combined with the fact that a majority of debts are never collected -- makes towing as a debt collection tool incredibly ineffective.
>
> This results in a no-win situation for all parties involved. The car owner has lost one's largest economic asset and is pushed deeper into poverty. The tow yard owners must operate at a loss. The local government is unable to collect the original debt that caused the tow.
>
> AB 516 seeks to eliminate the three most common types of poverty-related tows that disproportionately impact low-income people and result in financial losses for local governments and towing companies. Specifically, the bill would prohibit tows where the owner has five or more unpaid parking tickets, where the car registration is more than six months out of date, or where a car has been legally parked for over 72 hours. These tows harm low-income people far more than those with the means to pay parking tickets and registration fees.
>
> This bill leaves intact two dozen other statutory grounds that a local government can rely on to tow a car, ensuring that localities are still able to enforce traffic laws and maintain public safety.
>
> Additionally, if AB 516 is enacted, many other enforcement mechanisms will remain to ensure that Californians who are able to afford to pay parking tickets and registration fees are compelled to do so. Local agencies and state government would still be able to intercept tax refunds, suspend a person's license, enter a civil judgment against an offender, or use bank levies and wage garnishments to compel a person to pay parking tickets and vehicle registration.
>
> The ACLU of California, Lawyers' Committee for Civil Rights, and Western Center on Law and Poverty are co-sponsoring AB 516.
>
> "California's existing towing practices push people deeper into poverty, while doing nothing to benefit local governments," said Maya Ingram, Legislative Attorney with the ACLU of California. "It's time California put an end to this cruel and devastating practice."

> “Half of Americans can’t afford an emergency $500 expense, but cities across California regularly saddle low-income people with thousands of dollars in unconstitutional towing fees,” said Elisa Della-Piana, Legal Director of the Lawyers’ Committee for Civil Rights. “These tows violate the Fourth Amendment by robbing people of their ability to get to work - and often their only financial asset - solely on the basis of economic status.”
>
> “Towing is an unnecessarily harmful way for local governments to enforce non-safety related laws,” said Mike Herald, Director of Policy Advocacy of Western Center on Law and Poverty. “It is the equivalent of using a sledgehammer to crack an egg.”
>
> AB 516 is expected to be heard in policy committee in April.
>
> ###
>
> *Assemblymember David Chiu (D–San Francisco) is the Chair of the Housing & Community Development Committee of the California State Assembly. He represents the 17th Assembly District, which encompasses eastern San Francisco. Learn more at: https://a17.asmdc.org/*

Subject: LAST CALL: Treasures Guest Names due this Friday!
From: Central City Association <info@ccala.org>
Date: 4/22/2019, 1:29 PM
To: Stephanie.Uy@lacity.org

Image

RSVP

GET DIRECTIONS

RSVP by April 26

ï¿½

SPONSORSHIP OPPORTUNITIES AVAILABLE

Nhien Laskyï¿½| VP of Strategic Relations

(213) 416-7531 | nlasky@ccala.org

ï¿½

EVENT QUESTIONS

Leslie Chung | Director, Events & Engagement

(213) 416-7530 | lchung@ccala.org

ï¿½

PARKING
Valet parking is available for $22 at the side entrance on West Road.

TREASURES SPONSOR DECKï¿½

Image

Image Image Image Image

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Enhancing DTLA's vibrancy and increasing investment in the region

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View Online

Subject: Updated invitation: Hike Time! @ Monthly from 9am to 10am on the third Sunday from Sun Mar 18, 2018 to Sun Apr 21 (PDT) (stephanie.uy@lacity.org)
From: diana.yedoyan@gmail.com
Date: 5/19/2019, 8:30 AM
To: stephanie.uy@lacity.org, "Anna.Hovasapian@lacity.org" <anna.aroutiounian@lacity.org>, breana.weaver@lacity.org, "Lisa.Marroquin@lacity.org" <lisa.marroquin@lacity.org>, kenneth.chancey@lacity.org, cecilia.castillo@lacity.org, dyedoyan@lachamber.com

diana.yedoyan@gmail.com has invited you to Hike Time!

Title: Hike Time!

When: Occurs the third Sunday of every month
effective 3/18/2018 until 4/21/2019
from 9:00 AM to 10:00 AM.

Organizer: diana.yedoyan@gmail.com <diana.yedoyan@gmail.com>

Description: -::~:~::~::~:~::-
Please do not edit this section of the description.

View your event at https://www.google.com/calendar/event?action=VIEW&eid=MGE4Zjl2NzdpZm5ldXJscDcxNGZyMjUwc2sgc3RlcGhhbmllLnV5QGxhY2l0eS5vcmc&tok=MjMjZGlhbmEueWVkb3lhbkBnbWFpbC5jb21jMGQwNTAyYTdiNWUxZWUwYjU3MTAyNWFkZjgwMmI1OTRmMzdmYmFi&ctz=America%2FLos_Angeles&hl=en&es=1.
-::~:~::~::~:~::-

Attendees: Anna.Hovasapian@lacity.org <anna.aroutiounian@lacity.org>
stephanie.uy@lacity.org <stephanie.uy@lacity.org>
breana.weaver@lacity.org <breana.weaver@lacity.org>
Lisa.Marroquin@lacity.org <lisa.marroquin@lacity.org>
diana.yedoyan@gmail.com <diana.yedoyan@gmail.com>
kenneth.chancey@lacity.org <kenneth.chancey@lacity.org>
cecilia.castillo@lacity.org <cecilia.castillo@lacity.org>
ivette.serna@lacity.org <ivette.serna@lacity.org>
dyedoyan@lachamber.com <dyedoyan@lachamber.com>
laura.hill@lacity.org <laura.hill@lacity.org>

Attachments:

invite.ics	3.1 KB

Subject: Fwd: 5/22 City Council, Item 24
From: Hannah Lee <hannah.lee@lacity.org>
Date: 5/21/2019, 2:53 PM
To: Erich King <erich.king@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

Hannah Lee
Chief of Staff
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

---------- Forwarded message ---------
From: **Marie Rumsey** <mrumsey@ccala.org>
Date: Tue, May 21, 2019 at 12:35 PM
Subject: 5/22 City Council, Item 24
To: hannah.lee@lacity.org <hannah.lee@lacity.org>

Hannah, Please see attached letter and let us know if you have any questions.

Thank you, Marie

Attachments:

2019 05 21 - Mitchell Letter - CCA.pdf	3.8 MB

Subject: RSVP NOW | Innovation In Industry: Housing – June 27
From: Central City Association <info@ccala.org>
Date: 5/21/2019, 1:26 PM
To: Stephanie.Uy@lacity.org

CCA Special Event

Image

RSVP

SPONSORSHIPï¿½AND SHOWCASE OPPORTUNITIES AVAILABLE
ï¿½
Nhien Laskyï¿½| VP of Strategic Relations
(213) 416-7531 | nlasky@ccala.org
ï¿½
Rï¿½gine David | Manager of Strategic Relations
(213) 416-7511 | rdavid@ccala.org

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Subject: Thank You for Supporting the 25th Annual Treasures of Los Angeles!
From: Central City Association <info@ccala.org>
Date: 6/5/2019, 10:04 AM
To: Stephanie.Uy@lacity.org

Image

Image

For a behind-the-scenes look at the production of Treasures, view our timelapse video HERE.

For event photos, honoree videos and to listen to our fabulous music playlist, visit: ccala.org/treasures

ï¿½

SPECIAL THANKS TO:

Chef: Matthew Brady, JW Marriott LA LIVE

Chandelier: YaKnowLike Studios

AV and Lighting: J&M Events

Photography: Jon Endow and Gary Leonard

Rentals: Luna Party Rentals

Centerpieces: Tea Rose Garden

Image

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: Save the Date | Elected Officials Reception – Aug. 14
From: Central City Association <info@ccala.org>
Date: 6/7/2019, 11:30 AM
To: Stephanie.Uy@lacity.org

CCA Special Event

Image

RSVP

RSVP required by Aug 8.

GET DIRECTIONS

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Central City Association of Los Angeles

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626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017

Subject: Fw: League of CA Cities - AB 516 letter
From: Greig Smith <citycouncilguy@yahoo.com>
Date: 6/8/2019, 2:46 PM
To: Stephanie Uy <stephanie.uy@lacity.org>

Sent from Yahoo Mail on Android

> ----- Forwarded Message -----
> **From:** "Eric Rose" <eric@ekapr.com>
> **To:**
> **Sent:** Thu, May 30, 2019 at 3:53 PM
> **Subject:** League of CA Cities - AB 516 letter
>
> Please see the attached letter from the League of California Cities in opposition to AB 516.
>
> Eric W. Rose, Partner
>
> Englander Knabe & Allen
>
> 801 South Figueroa Street, Suite 1050
>
> Los Angeles, CA 90017
>
> O: 213.741.1500 X 525
>
> C. 805.624.0572
>
> www.EKAPR.com
>
> Twitter: @EricWRose

Attachments:

LACD Ltr Oppose AB 516 (Chiu).pdf	1.0 MB

Subject: Re: Fw: Letter from West Hollywood re: AB 516
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 6/9/2019, 9:40 PM
To: "citycouncilguy@yahoo.com" <citycouncilguy@yahoo.com>

Thanks for these letter, CM.

On Sat, Jun 8, 2019 at 2:45 PM Greig Smith <citycouncilguy@yahoo.com> wrote:

> Sent from Yahoo Mail on Android
>
> > ----- Forwarded Message -----
> > **From:** "Eric Rose" <eric@ekapr.com>
> > **To:**
> > **Sent:** Thu, Jun 6, 2019 at 2:22 PM
> > **Subject:** Letter from West Hollywood re: AB 516
> >
> > The City of West Hollywood sent the attached letter in opposition to AB516.
> >
> > Eric W. Rose, Partner
> >
> > Englander Knabe & Allen
> >
> > 801 South Figueroa Street, Suite 1050
> >
> > Los Angeles, CA 90017
> >
> > O: 213.741.1500 X 525
> >
> > C. 805.624.0572
> >
> > www.EKAPR.com
> >
> > Twitter: @EricWRose

--

Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: RE: Opposition of AB516
From: Olivia Lee <OLee@lachamber.com>
Date: 6/10/2019, 2:02 PM
To: Stephanie Uy <stephanie.uy@lacity.org>
CC: Hannah Lee <hannah.lee@lacity.org>, Alexis Marin <alexis.wesson@lacity.org>, Stephanie Rivera <stephanie.rivera@lacity.org>

Thanks, Stephanie! Diana on our team is reaching out to you on this matter.

Olivia Lee | Manager, Public Policy
LOS ANGELES AREA CHAMBER OF COMMERCE
Ph: 213.580.7531 | C: 909.632.8028

From: Stephanie Uy <stephanie.uy@lacity.org>
Sent: Sunday, June 9, 2019 10:38 PM
To: Olivia Lee <OLee@lachamber.com>
Cc: Hannah Lee <hannah.lee@lacity.org>; Alexis Marin <alexis.wesson@lacity.org>; Stephanie Rivera <stephanie.rivera@lacity.org>
Subject: Opposition of AB516

Hi Olivia,

I hope you are doing well. As I mentioned, the City Council is voting on a resolution to oppose AB516 (Chiu). The bill would severely limit local government's ability to tow vehicles and enforce other vehicle regulations.

On behalf of Councilmember Smith, would the Chamber be able to support our opposition of the bill by sending a representative to speak during Tuesday's Council meeting?

Attached is the letter of opposition that Councilmember Smith sent to committee chairs for Public Safety and Transportation, the two committees in which the bill is pending.

Please let me know if you have any questions.

Thank you,

--
Stephanie Uy
Legislative Deputy
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacityorg | w: CD12.org

Subject: Fw: Bill to curb predatory towing practices passes Senate committee
From: Greig Smith <citycouncilguy@yahoo.com>
Date: 6/27/2019, 10:10 PM
To: Stephanie Uy <stephanie.uy@lacity.org>

----- Forwarded Message -----
From: Eric Rose <eric@ekapr.com>
Sent: Wednesday, June 26, 2019, 05:05:35 PM PDT
Subject: Bill to curb predatory towing practices passes Senate committee

Bill to curb predatory towing practices passes Senate committee

https://www.timesheraldonline.com/2019/06/26/bill-to-curb-predatory-towing-practices-passes-senate-committee/

By Rachel Raskin-Zrihen | rzrihen@timesheraldonline.com | Vallejo Times Herald

When the last thing you have that connects you to a “normal” life is your vehicle, and that vehicle is towed over unpaid parking tickets, it can send you into an often irreversible downward spiral.

A bill by Assemblymember David Chiu (D-San Francisco) to scale back towing practices that harm low-income people is currently on its way through the state Legislature. Assembly Bill 516, which passed the Senate Transportation Committee this week, would eliminate towing conducted to compel payment for unpaid parking tickets.

“Taking someone’s car away for the sole reason of collecting a debt is not going to help that person pay that debt,” Chiu said. “Towing should be used to ensure proper traffic flow and public safety, not to push poor people further into poverty.”

For the tens of thousands of middle- and low-income Californians who have had their vehicles towed every year, it can lead not only to the permanent loss of a car, but also the loss of employment, access to school and medical care, and for some, their only shelter, according to the announcement.

Vallejo Together founder Maria Guevara said it’s a sad — and all too common — story.

Sometimes, a person’s vehicle is their “last place of security and comfort. It is what they can claim as their own as the find a way to rebuilt their lives,” Guevara said. “Many have taken all they can into the vehicle to survive – children, pets, aging parents,” as they try to live “with dignity”…”when they park their abode in the streets. When this is taken from them, their hope is lost.”

Vallejo Together is working toward finding a place for “a Safe Park where family and friends in need can park safely. To join this endeavor call (707) 655-5381or email vallejotogether@gmail.com.”

Recent amendments narrow the new bill's scope, according to the announcement. The legislation no longer prohibits towing where the car registration is more than six months out of date or where a car has been legally parked for over 72 hours, it says. However, in order to tow a car that has been legally parked for over 72 hours, a local government or parking enforcement agency must first provide five business days' notice. AB 516 would still eliminate tows where the owner has five or more unpaid parking tickets.

In California, it typically costs a minimum of $500 to retrieve an impounded car, and if it was towed to collect a debt like unpaid parking tickets, the owner must first pay off those debts and cover daily vehicle storage fees before they can pay to get their car back. This can approach $1,500 — an impossible amount for people in dire straits.

A recent federal report showed that 40 percent of Americans lack the savings necessary to cover an unexpected expense of $400. So, a tow can often mean permanent loss of the vehicle.

When a car owner is unable to pay debts or towing fees, the local government and towing company try to recover those debts by selling the car at a lien sale. However, data from municipalities around California show that towed vehicles are usually sold for an average of $2,000 less than what it costs to tow and store them, the announcement says.

"In San Francisco, half of all vehicles towed for debt collection are sold at lien sales, meaning that half of debt collection tows result in no debt collection," it says. "The inability to recover the true cost of the tow — combined with the fact that a majority of debts are never collected — makes towing as a debt collection tool incredibly ineffective."

It's a no-win situation, the announcement says.

"This bill leaves intact two dozen other statutory grounds that a local government can rely on to tow a car, ensuring that localities are still able to enforce traffic laws and maintain public safety," it says. "If a local government passes an ordinance to enumerate a specific reason to tow, that local ordinance would supersede state law, further preserving local control."

Proponents also say that if AB 516 is enacted, "many other enforcement mechanisms will remain to ensure that Californians who are able to afford to pay parking tickets and registration fees are compelled to do so," and that "local agencies and state government would still be able to intercept tax refunds, suspend a person's license, enter a civil judgment against an offender, or use bank levies and wage garnishments to compel a person to pay parking tickets."

The ACLU of California, Lawyers' Committee for Civil Rights, and Western Center on Law and Poverty are co-sponsoring AB 516, which now moves on to the Senate Public Safety Committee.

Subject: Re: Thank you!
From: Ian Thompson <ian.thompson@lacity.org>
Date: 7/22/2019, 4:47 PM
To: Stephanie Uy <stephanie.uy@lacity.org>

Yeah, I'm coming on Wednesday. Wouldn't miss it. Will see you then!

Ian Thompson

Communications Director
213.978.7200 (office) | 310.490.8595 (cell)
lacontroller.org | ian.thompson@lacity.org
https://lacontroller.org/

On Mon, Jul 22, 2019 at 4:46 PM Stephanie Uy <stephanie.uy@lacity.org> wrote:

> Hahah, thanks Ian! I know right, can you stop by our HH on Wednesday?
>
> Yes to lunch/coffee.
>
> On Mon, Jul 22, 2019 at 4:38 PM Ian Thompson <ian.thompson@lacity.org> wrote:
>
> > What the eff, Steff?!!! Congrats, dude. All of my OG friends from PK's office are leaving!
> >
> > Glad you got a new gig and hopefully one that pays well.
> >
> > Let's get coffee or lunch soon.
> >
> > **Ian Thompson**
> >
> > Communications Director
> > 213.978.7200 (office) | 310.490.8595 (cell)
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> > https://lacontroller.org/
> >
> > On Mon, Jul 22, 2019 at 3:34 PM Stephanie Uy <stephanie.uy@lacity.org> wrote:

> > Dear Friends and Colleagues,
> >
> > I've recently accepted a new position and will be leaving City Hall. I will be the Southern California Regional Policy Manager for Flow Kana, a sustainable and organic cannabis company. My last day at City Hall will be July 30th.
> >
> > I just want to say thank you to everyone. Over the past five years, I've made wonderful relationships, grown professionally, and have been fortunate to serve the City of Los Angeles. Please feel free to stay in touch, below is my contact information.
> >
> > Email: Steph.uy@gmail.com
> > Cell: (213) 808-9156
> >
> > Many thanks,
> > Stephanie
> > --
> > **Stephanie Uy**
> > **Legislative Deputy**
> > **Office of Councilmember Greig Smith**
> > **CityHall: 213-473-7012**
> > **CommunityService Center: 818-882-1212**
> > **e: Councilmember.Smith@lacityorg | w: CD12.org**
>
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STATE OF CALIFORNIA EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

7/24/2019

Agenda ID # 16469
RESOLUTION G-3540
May 10, 2018

TO: Southern California Gas Company
Service List(s): I.17-02-002, I.17-03-002, and A.14-12-017

Enclosed is Draft Resolution G-3540 of the Energy Division, issued in response to Southern California Gas Company Advice Letter 5275 and 5275-A. The Commission is shortening the comment period for this draft resolution. It will appear on the agenda at the May 10, 2018 Commission meeting. The Commission may vote on this Resolution at that time or it may postpone a vote until a later meeting. When the Commission votes on a draft Resolution, it may adopt all or part of it as written, amend, modify or set it aside and prepare a different Resolution. Only when the Commission acts does the Resolution become binding on the parties.

Parties may submit comments on the draft Resolution. All comments on the Draft Resolution must be received by the Energy Division by April 30, 2018.

An original and two copies of the comments, along with a certificate of service, shall be sent via email and hard copy US mail to:

Energy Division
California Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102
Email: edtariffunit@cpuc.ca.gov
Fax: 415-703-2200

Copies of the comments shall be submitted in electronic format to:

Renee Guild	Franz Cheng
Senior Analyst	Program and Project Supervisor
Energy Division	Energy Division
California Public Utilities Commission	California Public Utilities Commission
505 Van Ness Avenue	505 Van Ness Avenue
San Francisco, CA 94102	San Francisco, CA 94102
Renee.Guild@cpuc.ca.gov	Franz.Cheng@cpuc.ca.gov>

Those submitting comments on the Draft Resolution must serve their comments on the entire service list attached to the draft resolution and to the Director of the Energy Division on the same date that the comments are submitted to the Energy Division.

Comments shall be limited to fifteen pages in length and should list the recommended changes to the Draft Resolution.

Comments shall focus on factual, legal or technical errors in the proposed Draft Resolution. Comments that merely reargue positions taken in the advice letter or protests will be accorded no weight and are not to be submitted.

Replies to comments will not be accepted.

Sincerely,

/s/*Franz Cheng*__
Franz Cheng, Program and Project Supervisor
Energy Division

Enclosures:
Certificate of Service
Service List

CERTIFICATE OF SERVICE

I certify that I have by mail this day served a true copy of Draft Resolution G-3540 on all parties or their attorneys as shown on the attached service list.

Dated 7/24/2019; at San Francisco, California.

/s/*Matthew Iribarne*__
Matthew Iribarne

NOTICE

Parties should notify the Public Utilities Commission
Process Office, 505 Van Ness Avenue, San Francisco, CA 94102,
of any change of address to ensure that they continue to receive documents.
You must indicate the Resolution number on the
service list on which your name appears.

SERVICE LIST

Parties to Southern California Gas Company Advice Letter 5275:>

Service List(s): I.17-02-002, I.17-03-002, A.14-12-017

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CCA
CENTRAL CITY
ASSOCIATION
OF LOS ANGELES

May 21, 2019

Council President Herb Wesson
Los Angeles City Council
200 N. Spring Street
Los Angeles, CA 90012

Re: *May 22nd City Council: Item 24-Mitchell v. City of Los Angeles*

Dear Council President Wesson,

Established in 1924, Central City Association (CCA) is committed to advancing Downtown's vibrancy and increasing investment in the region. We are a membership organization comprised of approximately 400 organizations that employ about 350,000 people. It is on behalf of our members that we would like to convey our deep concerns regarding *Mitchell v. City of Los Angeles (Mitchell)*.

We ask that you reconsider any decision before you that would result in a settlement in the *Mitchell* case. We are aware that the City Council already voted to settle this case on March 6, 2019. **However, we ask that you reexamine your findings in light of recent actions, including procedural issues outlined in an enclosed letter sent last month by Gibson Dunn and a Council motion asking for analysis of homeless litigation and settlements as well as an analysis of how other cities address public rights-of way.**

On April 11, 2019, Gibson Dunn, on behalf of CCA, sent a letter to the City Attorney raising concerns about the process by which *Mitchell* was considered in closed session. We believe *Mitchell* is establishing citywide policy and should therefore be considered publicly in order to comply with the Brown Act.

In the letter we also raise concerns about the City's ability to exempt some areas or some residents from existing laws in order to settle litigation. A *Mitchell* settlement that only applies to a specific area of Downtown Los Angeles underscores this concern. We hope that you will raise these significant issues with the City Attorney and proceed accordingly.

In addition, on May 17, 2019, Councilmember Rodriguez introduced a motion asking for a comprehensive overview on homeless litigation and analysis of how other cities treat their public right-of-way. We believe this review is long overdue and that it should take place prior to the *Mitchell* settlement being finalized.

We believe this analysis and the concerns in the Gibson Dunn letter will be important in any future reviews of LAMC 56.11. CCA encourages the City Council to hold any policy discussions regarding LAMC 56.11 in open session to increase transparency, improve discourse and better the policy outcome.

Thank you for your consideration. We stand ready to work with you and the entire City Council on these matters.

Sincerely,

Jessica Lall
President & CEO
Central City Association

Cc: The Los Angeles City Council
Mayor Eric Garcetti
City Attorney Mike Feuer
Chief Michel Moore, LAPD

Encl: April 11, 2019 Gibson Dunn letter
Council File 19-0513

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April 11, 2019

VIA EXPRESS MAIL AND EMAIL

The Honorable Michael Feuer
Office of the Los Angeles City Attorney
James K. Hahn City Hall East, Suite 800
Los Angeles, CA 90012

Re: *Proposed Settlement of* Mitchell v. City of Los Angeles

Dear City Attorney Feuer:

We write as counsel for the Central City Association of Los Angeles, a membership organization comprised of civic, business and community leaders, to express our client's deep concern regarding the City's impending settlement of the lawsuit entitled *Mitchell v. City of Los Angeles*, Case No. 16-CV-01750-SJO (C.D. Cal.). CCA believes that the City may be on the verge of entering into an illegal and unenforceable settlement.

As you know, the *Mitchell* lawsuit was filed three years ago. The City has power to settle the *Mitchell* lawsuit at this preliminary stage of the litigation, however unwise that may be. (The Court only granted a preliminary injunction and contemplated the presentation of evidence at a future trial.) What the City may not do is rewrite its laws behind closed doors under the guise of reaching a "settlement."

Yet this appears to be exactly what the City is doing. The proposed settlement far exceeds a typical compromise; the City, for instance, is not offering a one-time sum to aggrieved litigants. Instead the City seems to believe that it can abandon laws on the books, at least as to certain people or geographic areas. This is wrong.

There is only one way to make law in Los Angeles: in public. It cannot be pieced together in City Council and Committee meetings closed to the public or in private gatherings of lawyers. And, just as important, once a law is enacted in the transparent, democratic way, it applies to all, equally. The City cannot pass a city-wide law and decide years later that the law will only apply to some residents or certain areas. That is anathema to the rule of law.

Especially with a challenging and complex issue like homelessness, lawmaking is time-consuming for a reason: it requires input from numerous community stakeholders that are affected by such decisions and the task of balancing competing policy priorities and evidence. But these difficulties do not allow the City Council or City Attorney to short-circuit the democratic process. To the contrary, this situation uniquely calls for the creation of policy through the lawful methods that are likely to produce the best results. Redrafting City law by way of a privately negotiated settlement is legally flawed and only exposes the City to further litigation.

A settlement that commits the City to refuse to enforce existing law, or otherwise to alter existing City ordinances, is illegal for two independent reasons.

First, Los Angeles cannot effectively exempt some residents, or some areas within the City, from the law simply because the City wishes to rid itself of litigation. A settlement is nothing more than a contract, and a City, by way of a contract, cannot simply "agree" that certain citizens or neighborhoods are above the law—or outside of it.

In California, a "law established for a public reason cannot be contravened by a private agreement." Cal. Civ. Code § 3513. Courts regularly reiterate—including with respect to Los Angeles specifically—that a city has no power to agree to a settlement that "contractually exempts settling parties from ordinances . . . that apply to everyone else and would, except for the agreement, apply to the settling parties." *Summit Media LLC v. City of Los Angeles*, 211 Cal. App. 4th 921, 937 (2012); *Cnty. Mobilehome Positive Action Comm., Inc. v. Cnty. of San Diego*, 62 Cal. App. 4th 727, 739–741 (1998); *Trancas Prop. Owners Assn. v. City of Malibu*, 138 Cal. App. 4th 172, 182 (2006); *League of Residential Neighborhood Advocates v. City of Los Angeles*, 498 F.3d 1052, 1053 (9th Cir. 2007).

For example, in *Trancas*, a developer, in settling with the City of Malibu, essentially received a variance that exempted it from zoning laws. But such variances require meeting certain legal hurdles, like public hearings. The court held that "[c]ircumvention of them by contract is impermissible." 138 Cal. App. 4th at 182. Here, the Downtown area outlined in the proposed settlement would apparently be exempt from L.A. Municipal Code Section 56.11, which prohibits the keeping of unlimited amounts of personal property on public rights-of-way.

The principle that forbids a developer from obtaining a waiver of the law applies to everyone. The problem with such waivers is that they involve a city consenting to a violation of the law for certain individuals, even though the law itself makes no such exemption. Put another way, by such an act, city officials pick and choose who is subject to the law, and who is not, simply because it is expedient to do so.

If the City agreed to withhold enforcement of Section 56.11, for instance, then that law (or part of it) would in effect be wiped from the books. It is clear that, right now, the City is under no obligation to alter the law as a result of any court decision. As matters stand, Section

56.11 is a constitutional ordinance and no court has held otherwise. Judge Otero, in his *Mitchell* orders, specifically *declined* to rule on Section 56.11. *See Mitchell v. City of Los Angeles*, Case No: 2:16-CV-01750-SJO, Doc. 102 at 5 ("whether or not amended LAMC § 56.11 is enforceable…is not ripe for determination"). To the contrary, he emphasized, repeatedly, that his order was "narrow" and "preliminary." *Id.* at Doc. 51 at 4, 10.

The process that the City Council utilized to consider *Mitchell* is concerning. It suggests that a City Council unable or unwilling to revise an ordinance lawfully could simply invite a collusive suit, then quietly "agree" to a settlement that achieved the same legislative result. This would let lawmakers operate without the accountability or transparency that serve to ensure honest and open government and the rule of law.

In sum, a settlement that alone purports to abrogate or alter existing City law is beyond the City's power. The *Mitchell* settlement cannot commit the City to enforce its law in ways that exempt certain areas or selected groups from compliance.

Second, the Brown Act, Gov't. Code § 54950, *et seq*., requires that public affairs be conducted in public. A city can negotiate or receive legal advice about a settlement in closed session, but if the terms of that settlement require the city effectively to *change* the law in compliance with that settlement, then the city has engaged in private lawmaking.

The proposed *Mitchell* settlement does not involve the compromise of a mere slip-and-fall injury or some other routine monetary claim. It involves citywide policy. Specifically, it threatens to significantly impact laws like Section 56.11, a reasonable measure that was the result of years of public policymaking and that was meant to be one component to address the City's most urgent humanitarian crisis.

To change the law, the City must follow the rules of transparent government. As *Trancas* explained, the City's authority to discuss a settlement privately does not empower a City to take action that "may not be taken without a public hearing and an opportunity for the public to be heard." 138 Cal. App. 4th at 186. Otherwise the City's power to evaluate settlements would become a means to "authorize circumvention and indeed violation of other laws requiring that decisions be preceded by public hearings, simply because the means and object of the violation are settlement of a lawsuit." *Id.* The City cannot employ settlements as a "subterfuge to reach nonlitigation oriented policy decisions." *Id.* (citation omitted).

The Brown Act's statement of purpose declares that the people "do not give their public servants the right to decide what is good for the people to know and what is not good for them to know." Gov't. Code § 54950. The closed session proceedings at the City Council meeting concerning the *Mitchell* settlement illustrate the very problem that the Brown Act was designed to prevent.

On March 6, 2019, for instance, the City Council held a hearing on whether it should settle *Mitchell*. But the City Council never disclosed, even in summary form, what the substance of that settlement might be. Thus, the twenty minutes of public comment were devoted only to the homeless crisis generally or to the reasons, in the abstract, for or against settling. There was also public comment at the three preceding Homelessness & Poverty Committee meetings where this matter was likewise discussed in closed session. Over 100 people spoke on this item with great interest, but with every settlement the details are what matter. It was only after the public-comment period was closed on March 6, 2019, that the City Council proceeded to discuss the settlement in closed session for as many as *three and a half hours*.

During this time the public had no way of knowing what precisely was on the table; or what the council members were advised by the City Attorney; or what the reasoning was of these elected officials in ultimately agreeing to settle. In fact, the minutes for this three-and-a-half-hour period simply state: "Council discussed this matter in closed session and instructed City Attorney staff to settle this matter."[1] That tells the public nothing about what the settlement will actually say or do, let alone why it is in the City's interest to do so.

The result is that no opportunity has yet existed for the public to comment on the actual terms of the contemplated settlement. If the City settles now, the people of Los Angeles will be able to see the settlement concluded in their name only *after* the settlement is signed. This demonstrates a lack of understanding of the principle that policymaking should be done in public. Los Angeles has long been subject to criticism for too many closed-door settlements. By contrast, in San Francisco, for instance, a public hearing is required by law *before* the city reaches a settlement that would, like here, purport to change the city's "policy" or "practice." *See* S.F. Admin. Code § 67.12(b)(3).

The bottom line is that any settlement that would have the effect of repealing or creating new law must be done consistently with the Brown Act. This means a meaningful hearing on the actual proposal and a public vote—as is necessary to accomplish virtually every other change in our law. Settlements are not a means of circumventing the legislative process. The City Council's most important duty is policymaking; it should never outsource this obligation to the City Attorney's Office.

* * *

For over a decade the City of Los Angeles has allowed its homelessness policy to be dictated through settlements, undermining each legislative gain with a corresponding legal setback. This approach, routinely conducted outside of the public view, has done nothing to address the homelessness crisis, which has only grown more acute with each passing day. This course of conduct is not only contrary to principles of democratic accountability, but in the present instance, if the settlement purports to change the law, it will be illegal.

---

[1] *See* https://cityclerk.lacity.org/lacityclerkconnect/index.cfm?fa=ccfi.viewrecord&cfnumber=18-0751.

Sincerely,

Theane Evangelis

TE/jt

HOMELESSNESS AND POVERT

MOTION

In recent years, the City of Los Angeles has been impacted by litigation concerning the rights of homeless persons in relation to the City's policies and procedures for maintaining the public realm. These legal issues include the storage of property in the public right-of-way, vehicle dwelling on city streets, and other related topics. In addition to rulings directed uniquely at the City of Los Angeles, other court rulings in jurisdictions outside the City have also impacted policy, such as the recent decision by the 9th circuit Federal District Court that struck down an anti-camping law.

Given the magnitude of the homelessness crisis facing the City, legal challenges concerning the rights of individuals in relation to City policy are likely to continue. Therefore, having a clear understanding of these legal issues is fundamental as the City tries to build off of its notable efforts and ongoing commitment to address this crisis.

There are numerous cases (pending or settled) that have shaped and limited the City of Los Angeles's policy and operational protocols. As we continue to seek solutions to resolve the homelessness crisis, we need to understand fully and clearly the legal framework that governs our policy and program development. Additionally, the regional scope of the homelessness crisis calls for a coordinated effort to address it. Thus, it is important to understand the differences between the City's policies and procedures and those of its County neighbors.

I THEREFORE MOVE that the Chief Legislative Analyst's Office, in consultation with the City Attorney, report to the City Council on all homeless-related litigation brought against the City of Los Angeles that is settled, pending, or threatened. The report should include details of any decisions and settlement terms, and how City policies, procedures, and operations have been changed in response to these cases.

I FURTHER MOVE that the report include a comparative analysis that juxtaposes City of Los Angeles public right-of-way policy and protocols with those of neighboring municipalities in the County of Los Angeles.

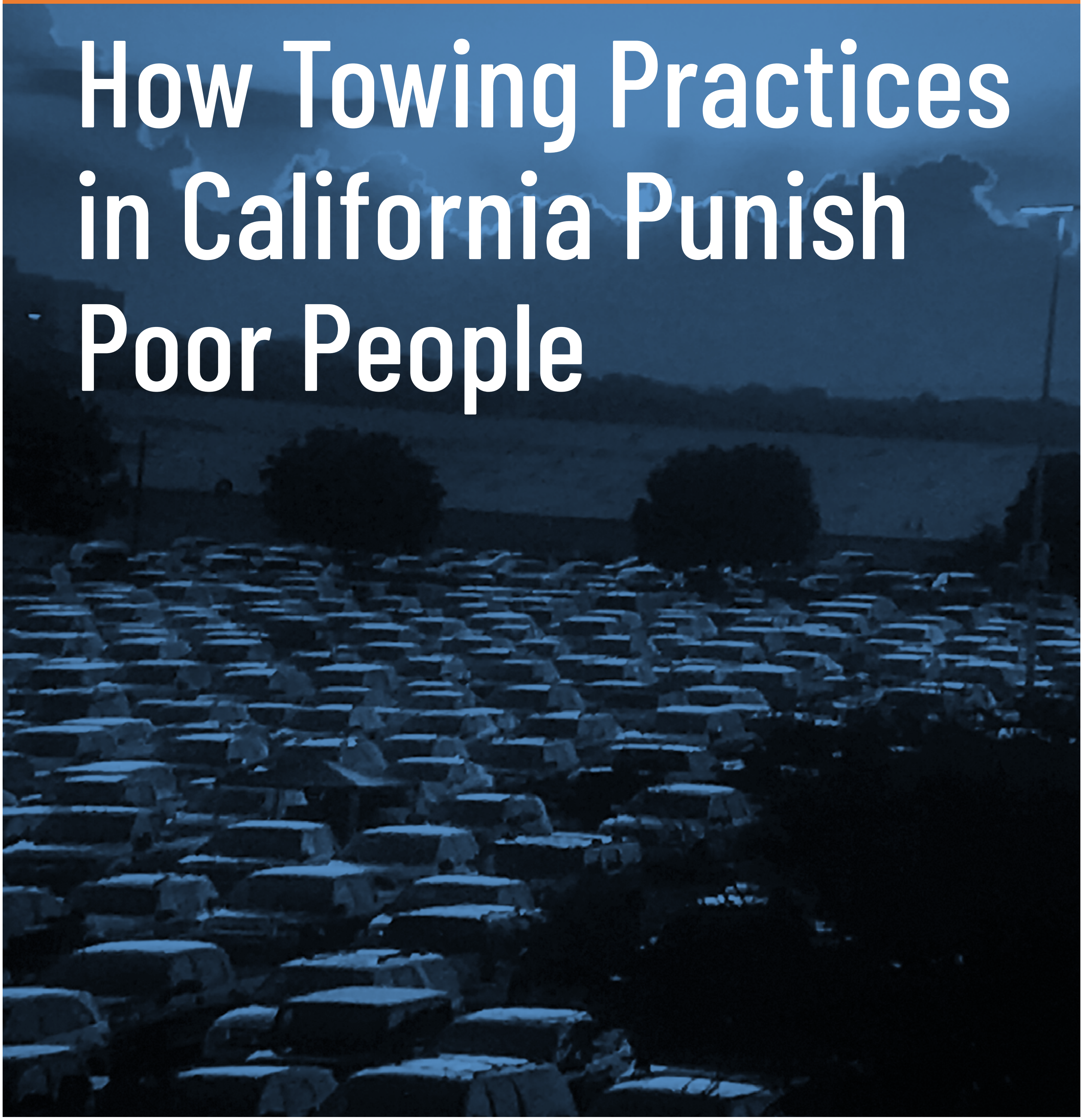
PRESENTED BY: Monica Rodriguez
MONICA RODRIGUEZ
Councilwoman, 7th District

SECONDED BY: ______________________

MAY 1 7 2019

TOWED INTO DEBT:

How Towing Practices in California Punish Poor People



ACKNOWLEDGMENTS

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SPECIAL THANKS TO

ALL THE CLIENTS AND ADVOCATES WHO SHARED THEIR STORIES WITH US

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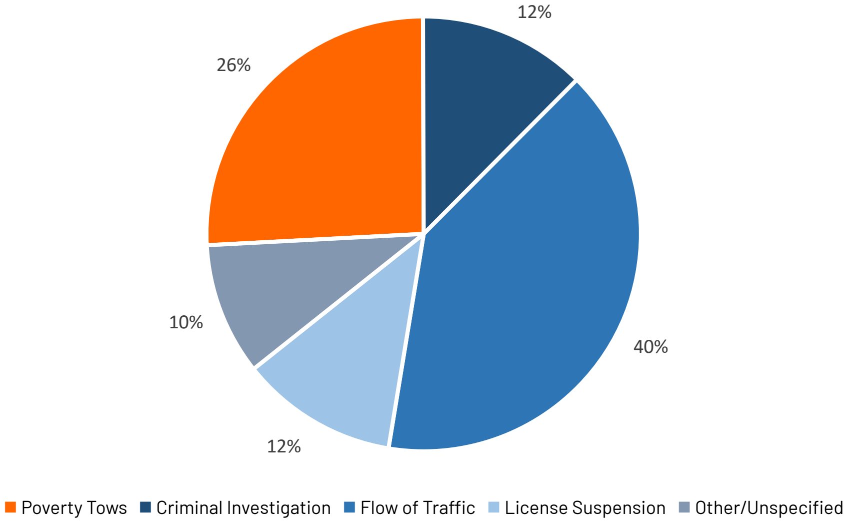
INTRODUCTION

Returning to your parking place only to find your car is missing – and has been towed by the city – is a terrible surprise in the best of circumstances. Your car will be held hostage until you make the inconvenient trip to the tow yard and pay astronomical fees to get your own car back. For people who are low income, however, the consequences of a towed vehicle can be devastating. The cost to retrieve a car after a city-ordered tow is out of reach for many. Thus, for many Californians, a vehicle tow means the permanent loss of their car and, along with it, the loss of employment, access to education and medical care, and, for some, their only shelter. Nonetheless, local governments throughout California regularly tow vehicles for relatively minor offenses: outstanding parking tickets, lapsed vehicle registration, and remaining parked in one place for more than 72 hours. Despite constitutional limits on the government's ability to seize a vehicle in these non-emergency situations, cities routinely tow legally parked cars that pose no threat to public safety. The actual and consequential costs to California are too high to allow towing to be anything other than a tool to protect the public. By these measures, California's current policies are not working.

This report reveals the current overreach of government towing in cities across California. After reviewing and analyzing data on government-ordered tows (not including private tows) new data and research show that:

- → **The scope of the problem is significant: in just one month in Los Angeles alone, government agencies towed 9,400 vehicles and sold 2,500 towed vehicles. In 2016, the City of San Francisco ordered more than 42,000 tows and sold more than 5,300 vehicles at lien sales. Analysts estimate that public agencies in California towed nearly one million vehicles in 2016.**
- → **The most minor reasons for tow are some of the most common, and have the most devastating results. Statewide, over one fourth of tows are conducted just because the owner had unpaid parking tickets, lapsed registration, or parked in one place for 72 hours. Vehicles towed for these reasons are 2-6 times more likely to be sold at lien sale than the average towed car.**
- → **In San Francisco, 50% of vehicles towed for unpaid parking tickets and 57% of vehicles towed for lapsed registration were sold by the tow company, while only 9% of all vehicles towed were sold.**
- → **Getting a car back after a tow is expensive. As a result of all the add-on and administrative fees, the average price people must pay after a debt-collection tow is over $1,100.**
- → **Tow fees are often unfair. Daily storage rates at California tow lots are at least twice as expensive as the daily rate at parking garages in the same part of town, and in some cases, up to twelve times higher than market rates.**
- → **Cities are losing money on tows, especially when the reason for the tow is someone's inability to pay government fines and fees. Towed vehicles sold at lien sale in San Diego generally accrue over $3,000 in fees and fines, but the average sale price for these vehicles is about $565.**

ESTIMATED GOVERMENT-ORDERED TOWS STATEWIDE BY REASON FOR TOW (2017)



Estimated based on weighted analysis of eight California cities. See Appendix.

After the demonstrations in Ferguson, Missouri, in 2015, courts, opinion-makers, and politicians are increasingly listening to what advocates and organizers have been saying for a long time. When governments target people of color and low-income people for minor violations, when they fund their programs by charging unreasonable fines and fees for these minor violations, and when they punish people because they can't afford to pay, it is unconstitutional, unfair, and ultimately, counterproductive. Towing has become part of this nationwide problem: cities are taking cars as a means of municipal debt collection, causing economic devastation over a few parking tickets.

There are numerous ways in which California towing policy could be improved, to better hew to the principle that government should only take private property from its constituents when it is necessary for public safety. This report provides an overview of reasons for municipal tows in California, how the current towing system works (and doesn't), and the cost of municipal towing to local governments and to Californians who lose their vehicles. After reviewing data from cities and counties across the state, and interviewing hundreds of clients, community groups, and legal service providers, this report shows that towing fines and fees are too expensive for most Californians and that cities lose money when they tow cars that are safely parked. It then focuses on three unfair and counterproductive reasons for towing someone's car: (1) tows for unpaid parking tickets; (2) tows for unpaid or overdue registration; and (3) tows for parking longer than 72 hours in one spot.

These three types of tows are not the only way that current policies are flawed, but they are the most blatantly problematic. Of more than 30 allowable reasons for government tows in the state Vehicle Code, these "poverty tows" are three of the least serious. They do not promote public safety. They comprise a significant portion of tows statewide: approximately 26 percent based on an analysis of eight California cities. And people are most likely to lose instead of recover their vehicles when they are towed for these reasons, meaning these tows are both the costliest for taxpayers, and have the worst impact on vehicle owners.

With simple changes in policy and practice, California could make tows about public safety, and end tows that punish and disproportionately harm low-income Californians.

MARY LOVELACE

Mary Lovelace is an interior designer who relied on her vehicle to visit her clients' homes. She was laid off from her job and struggled to pay the bills. While she was out of work, she received parking tickets she couldn't pay. As a result, the city booted and then towed her car, charging over $500 in boot and tow fees. Ms. Lovelace eventually needed at least $1,800 to retrieve her car. Because she could not afford this cost, the tow yard sold her car at auction and filed a lien against her for the balance, damaging her credit. The city, after towing her car and causing severe trauma in her life, never collected any money Mary owed from the tickets. Without a vehicle, it became impossible to find a new job as an interior designer, and Ms. Lovelace found her options restricted. She declared bankruptcy, remains unemployed and is still without a car needed to do her job.

MIGUEL

Miguel is 74 years old, uses a walker, and relies on his partner to care for him. Together, they live on Miguel's monthly benefits of $910. In 2018, they were evicted from their apartment and began living in Miguel's vehicle. The vehicle registration on Miguel's car lapsed after he was unable to pay the fines from traffic tickets, and the County of Los Angeles placed a hold on the vehicle. While Miguel was at a medical appointment, his car was towed from the county hospital's parking lot. When he could not pay the cost of the parking tickets, registration, towing and storage fees, the vehicle was sold at auction, and he received a $1,674 deficiency bill from the towing company. With the help of a county social worker, Miguel and his wife got temporary housing. But, without his car, he has no way to get to his medical appointments or look for permanent housing.

Mary Lovelace and Miguel's stories are typical of what happens to tens of thousands of low-income Californians every year. They lose the car that they depend on solely because they cannot afford to pay for the high cost of towing related to parking tickets, DMV registration, or simply because they left their car parked on a street for too long. In an attempt to get people to comply with minor traffic laws, California imposes draconian punishments that far exceed the offense. Worse yet, the punishment is ineffective as a debt collection tool and leads to outcomes for all parties that are unproductive and avoidable. We can do better.

PART ONE: TOWS AND LIEN SALES IN CALIFORNIA

I. TOWING IS TOO EXPENSIVE FOR CALIFORNIANS

Middle-class and low-income vehicle owners suffer devastating economic consequences when their cars are towed and impounded. Cities and counties across California typically require vehicle owners to pay about $500 to retrieve a car from a tow yard. If the car was impounded because of unpaid parking tickets or expired registration, the vehicle owner must pay the tickets or registration fees before retrieving the car, which can **substantially increase** the total cost. All these fees and fines along with the daily storage fees from the tow company can easily balloon the cost of retrieving a car to $2,500 or more. According to a recent federal report, 46% of American adults lack the savings necessary to cover an unanticipated expense of $400 or more.[1] An unexpected impound can be one of those unanticipated expenses. Thus, for many vehicle owners, a single impound may put their car out of reach for good: they will not be able to pay to retrieve their car from the tow lot, and the car will be sold.

TABLE: AVERAGE TOWING FEES IN CALIFORNIA[2]

TYPE OF FEE	AVERAGE FEE
Tow Fee	$189
Storage Fee	$53/day
Administrative Fee[3]	$150
FEES AFTER THREE DAYS[4]	**$499**

ADDITIONAL COSTS TO RECOVER VEHICLES TOWED FOR DEBT COLLECTION[5]

CITY	AVERAGE PARKING CITATION FEE	PARKING CITATION LATE FEE	MINIMUM ADDITIONAL COST OF DEBT-COLLECTION TOW
Los Angeles	$68	$68	$680
Modesto	$33	$41	$370
Berkeley	$47.40	$80	$637

ADDITIONAL COSTS TO RECOVER VEHICLES TOWED FOR LAPSED REGISTRATION

- DMV registration fees (varies based on vehicle value)
- DMV late registration fees ($20 to $100)
- Traffic fine and fees for driving with expired registration (approximately $288)
- Civil assessment for failure to pay traffic ticket ($300 if imposed)

The fees that a vehicle owner pays to retrieve an impounded car generally fall within three categories: (1) fees associated with the tow; (2) storage fees (which increase daily); and (3) administrative fees associated with the release of the vehicle. These fees are in addition to the outstanding parking or registration fees that must be paid before retrieving the car. If a vehicle owner does not have the money to pay these ever-increasing fees within 30 days of the tow, the car can then be sold at a lien sale, often for a fraction of its value. The City of San Francisco waives its $283.75 administrative fee and three days of storage fees for low-income drivers, but does not waive its $229 towing fee or any subsequent storage fees. The authors are unaware of any other city that waives any portion of their towing fees for low-income drivers.

A person working full time at minimum wage in California makes approximately $96 per day, before taxes.[6] This means the average cost of one tow in California is more than a week's worth of pay for many Californians.

LOS ANGELES TOWING FEES[7]

TYPE OF FEE	FEE
Towing Fee	$133
City Release Fee	$115
Storage Fee[8]	$45.65/day
Mileage Rate	$7.50/mile
MINIMUM COST AFTER THREE DAYS	**$384.95**
MINIMUM COST AFTER ONE WEEK	**$567.55**
MINIMUM COST AFTER TWO WEEKS	**$887.10**

MODESTO TOWING FEES[9]

TYPE OF FEE	FEE
Tow Fee	$225
Storage Fee	$55/day
Administrative Fee	$160
Vehicle Release Fee[10]	$120
MINIMUM COST AFTER THREE DAYS	**$670**
MINIMUM COST AFTER ONE WEEK	**$890**
MINIMUM COST AFTER TWO WEEKS	**$1,275**

SAN JOSE TOWING FEES[11]

TYPE OF FEE	FEE
Basic Towing Service Fee	$215
Towed Vehicle Impound Release Fee	$122
After Hours Gate Fee (if applicable)	$85
Storage Fee[12]	$87.50
MINIMUM COST AFTER THREE DAYS	**$599.50**
MINIMUM COST AFTER ONE WEEK	**$949.50**
MINIMUM COST AFTER TWO WEEKS	**$1,562**

Retrieving a car from a tow lot is not only too expensive for many people, but it also can be prohibitively time-consuming, requiring vehicle owners to take time off of work or school to bounce from office to office to obtain the necessary paperwork. If a car is impounded for expired registration, the vehicle owner must run through an obstacle course of bureaucracy before they can go to the tow yard to pay for the car's retrieval. First, the vehicle owner may only become aware the car was impounded after they call the police to report the car was stolen. Once they realize the car was impounded for expired registration, the vehicle owner must go to the DMV to renew their registration. *Then*, the owner often must go to a local police department or transit authority to have a "hold" removed, and *then* the owner must go to the tow yard to get their car back. Statewide, the average wait time at DMV field offices is about seventy minutes, but this can easily double in busy offices.[13] Police department tow desks that process holds are often closed on weekends, posing challenges to vehicle owners who work or attend school during the week.[14] Vehicle owners who need to resolve outstanding parking tickets before retrieving their car may face a similar challenge. The tickets may be from different cities or counties, forcing the vehicle owner to take care of each ticket at a separate location, without the use of their car.

Meanwhile, every day that the car remains impounded, storage fees accrue. Many people have reported that they have begged, borrowed, and sold belongings to raise the money to pay tow-related fees, only to take the cash to the tow yard and find their efforts futile, because the tow bill has gone up. A Los Angeles Grand Jury report found that 32% of city-towed cars stayed on the lot for at least a week.[15] In San Jose two weeks of storage fees add an additional $1,225 to the cost of the tow. The ever-increasing fees create a Sisyphean challenge for cash-strapped middle and low income families.

Nor do the fees reflect the fair market value of the storage. Tow yards charge daily storages fees that are at least double, and sometimes twelve times the daily parking rate charged by commercial lots in the same neighborhood. A survey of 17 cities across California found that tow yards charge a daily storage rate that is an average of five times more than market rate parking.[16] Overall, the high cost of tows to vehicle owners means that when municipalities order tows, they are creating significant financial burdens for their residents.

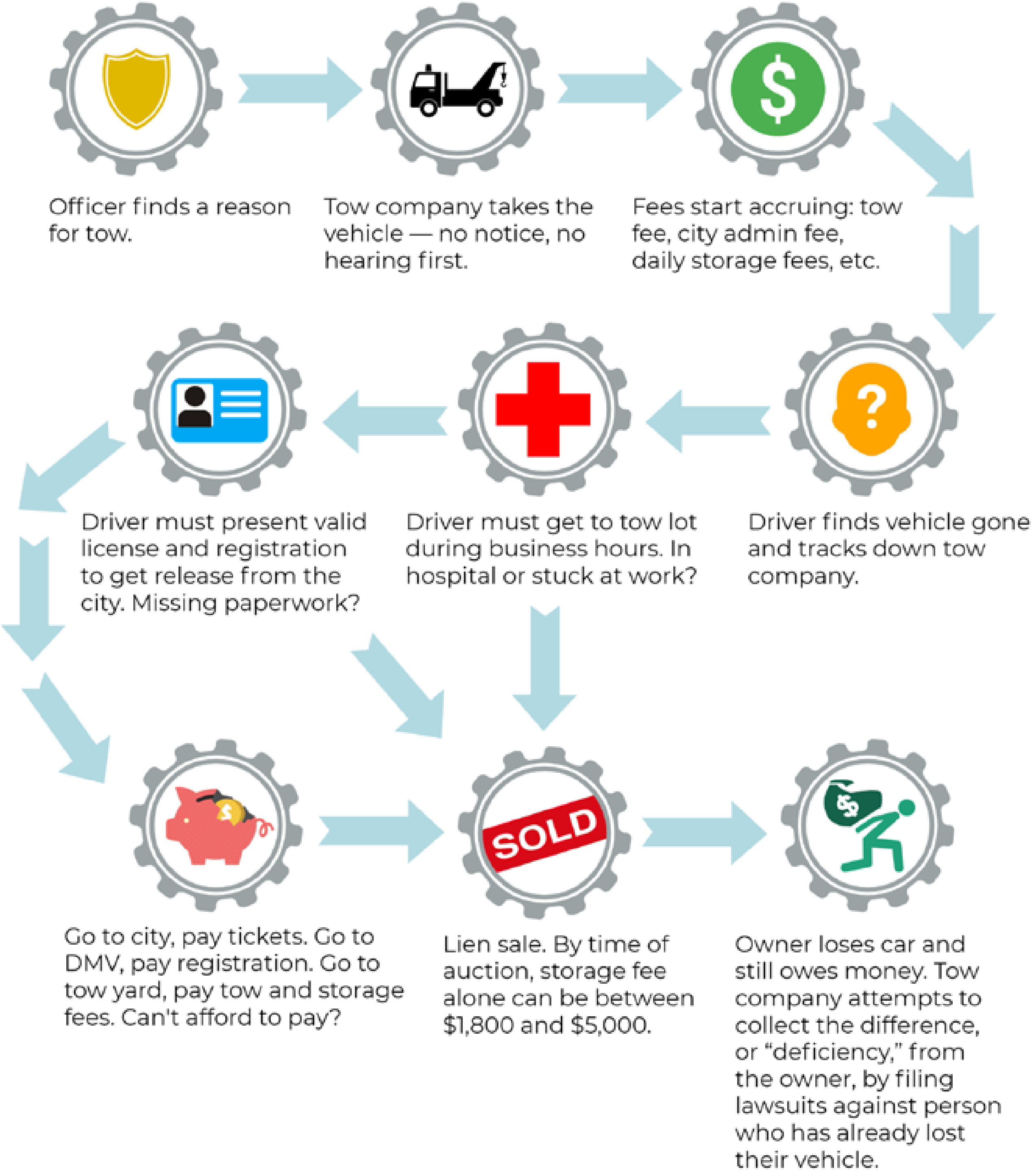
EXORBITANT STORAGE FEES

Across the state, cities and city-contracted towing companies gouge California drivers by charging storage fees that are on average five times greater than the daily rates charged at nearby parking lots. San Jose's towing providers charge the highest rate of the fifteen cities analyzed: $87.50/day. The average daily parking rate for nearby garages/lots is less than $10. In Oakland, the disparity is even more glaring. The tow company charges vehicle owners $85/day to store their impounded vehicles, but private garages nearby offer daily parking for only $7.

COMPARISON OF TOW YARD STORAGE FEES WITH OVERNIGHT PARKING RATES WITHIN 3.5 MILES

CITY	TOW-YARD DAILY STORAGE FEE	OVERNIGHT MARKET RATE PARKING	DAILY COST DIFFERENTIAL	PRICE-GOUGING RATE
Bakersfield	$50	$7	$43	7.1
Berkeley	$75	$14	$61	5.4
Chula Vista	$51	$16.50	$34.50	3.1
Fresno	$45	$7.40	$37.60	6.1
Garden Grove	$45	$11.20	$33.80	4.0
Huntington Beach	$60	$16.70	$43.30	3.6
Irvine	$43	$20	$23	2.2
Long Beach	$55	$18	$37	3.1
Los Angeles	$39	$8.50	$31	4.9
Modesto	$55	$10.40	$44.60	5.3
Oakland	$85	$7	$78	12.1
Oxnard	$40	$8	$32	5.0
Sacramento	$50	$10.40	$39.60	4.8
San Diego	$38	$11.10	$26.90	3.4
San Francisco	$58.50	$18.50	$40	3.2
San Jose	$87.50	$9.50	$78	9.2
Santa Ana	$55	$8.90	$46.10	6.2
STATEWIDE AVERAGES	**$55.87**	**$11.95**	**$42.91**	**5.2**

ANATOMY OF A POVERTY TOW



Officer finds a reason for tow.

Tow company takes the vehicle — no notice, no hearing first.

Fees start accruing: tow fee, city admin fee, daily storage fees, etc.

Driver finds vehicle gone and tracks down tow company.

Driver must get to tow lot during business hours. In hospital or stuck at work?

Driver must present valid license and registration to get release from the city. Missing paperwork?

Go to city, pay tickets. Go to DMV, pay registration. Go to tow yard, pay tow and storage fees. Can't afford to pay?

Lien sale. By time of auction, storage fee alone can be between $1,800 and $5,000.

Owner loses car and still owes money. Tow company attempts to collect the difference, or “deficiency,” from the owner, by filing lawsuits against person who has already lost their vehicle.

II. LIEN SALES ARE COSTLY AND INEFFECTIVE

FE BATLE

Lien sales often prevent people from working. Fe Batle has been homeless off and on for years, until she finally secured a spot in transitional housing. She thought that she caught her lucky break when she received a car as a donation. She immediately signed up to be a Lyft driver. Unfortunately, the car could not pass a smog test, and, therefore, she could not register the vehicle. While Ms. Batle was saving money for repairs, her car was towed because of its lapsed registration. She could not afford to get it back, and it was eventually sold at lien sale. In addition to losing her car, Ms. Batle will now have to remain on government-funded public benefits. When she first got her car, Ms. Batle felt like she had finally climbed to the top of a mountain. When she lost it, it was like rolling right back down.

Everyone loses when a government-impounded vehicle is sold at lien sale. For the owner, a lien sale means they have lost their car forever. This can lead to a cascade of negative repercussions discussed in Chapter III: lost jobs, fewer educational opportunities, and a higher risk of homelessness. But cities lose as well. By the time the car is sold, the city and towing company have already spent a considerable sum to tow it and to store it for at least thirty days. Lien sales themselves create additional costs: more paperwork, more DMV fees, and more staff hours. An analysis of thousands of vehicle tows and lien sales in multiple California cities suggests a simple conclusion: the revenue from a lien sale is unlikely to cover the cost of towing, storing, and selling a car. Vehicles towed for debt collection and lapsed registration—not for public safety—account for a disproportionate number of lien sales. Many of these losses, therefore, are unnecessary and avoidable. Cities are taking away many people's most valuable asset and, in all likelihood, *losing* money in the process.

A. THE COST OF LOCAL TOWING PROGRAMS

California law prohibits cities from charging a driver fees that are more than the actual cost of a tow.[17] Unless it violates the law, the most a city can expect with respect to tow and storage fees is to break even, and that would only be possible if every person whose vehicle was towed could afford to pay the full cost. However, evidence shows that a majority of Americans cannot afford to pay $500, which is less than the average amount required to recover a vehicle after a tow.[18]

Towing programs are expensive and resource-intensive for local governments of all sizes. The City of Garden Grove ordered approximately 6,500 vehicle tows between September 2015 and October 2018. The city estimates its personnel cost-per-tow as $326, resulting in a total expenditure of over $2.1 million during that time period. In 2017, the Los Angeles Department of Transportation and Los Angeles Police Department towed over 100,000 vehicles.[19]

San Francisco spends approximately $25 million annually on its towing program. This includes:

- Approximately $12.8 million in fixed and variable fees paid to the city's private contractor, AutoReturn, for the management and administration of the city's tow yards.
- Approximately $2.7 million to lease property for its downtown tow yard and its long-term storage lot in Daly City.
- Approximately $9.8 million in administrative costs for SFMTA's towing program, including labor costs for towing enforcement and post-tow hearings. (The city has projected that it will spend over $5 million in fiscal year 2018 for the salaries and benefits of the SFMTA employees that implement its towing program.)

B. COST RECOVERY AT TOW-YARD LIEN SALES

Towing companies must give 30 days' notice before selling any vehicle worth more than $500.[20] This means that tow yards usually incur the expense of 30 days of storage, plus the costs of auctioning a vehicle or selling it for parts, before a lien sale. As a result, vehicles that the owners do not, or cannot, retrieve, represent the most costly kind of tow.

GARY WELCH

Some people lose their vehicles at lien sale while hospitalized. In 2017, Gary Welch was suddenly hospitalized because of a brain hemorrhage. When he woke up in a Daly City hospital unable to leave his hospital bed, an administrator told him the city had ordered his car towed. He called the tow company to ask if they could release his car, but they refused to release it unless Gary paid $9,000 in fees. Even though Gary told them he was indigent and hospitalized, the city's tow company repeatedly harassed him with phone calls between Christmas and New Year's, demanding that he pay tow and storage fees. By the time he was released from the hospital, they had sold his car at lien sale.

In 2018, Gary was lucky to find legal assistance—legal services for tows are very limited across the state. The Lawyers' Committee for Civil Rights of the San Francisco Bay Area helped him file a claim against the city and tow company and a judge ruled that the city should not have towed and sold his car.

Nothing in state law guarantees that public agencies receive any portion of the revenue from lien sales, and the available evidence suggests that these sales impose a substantial drain on city and county budgets. While few cities track the outcome of vehicle tows, and even fewer track the results of lien sales, data from three diverse California municipalities shows that towed vehicles are usually sold for at least $2,000 *less* than the towing, storage, and lien fees that have accrued.

AVERAGE SALE PRICES AND ACCRUED FEES (SOLD CARS) IN SAN DIEGO (2016-18)

REASON FOR TOW	AVERAGE FEES DUE	AVERAGE SALE PRICE
Debt Collection	$3,271.13	$797.17
Registration	$3,184.79	$495.67
72 Hour Ordinance	$3,206.33	$487.92
Criminal Investigation	$2,865.33	$553.02
Flow of Traffic	$3,145.66	$498.02
ALL REASONS	**$3,134.65**	**$566.36**

As the table above demonstrates, the average price of a vehicle sold at lien sale in San Diego is about $560. At the point of sale, however, the owners of these cars have accrued an average of about $3,100 in towing, storage, and lien sale fees. A similar trend holds in San Francisco, where the average price for vehicles sold at lien sales is just over $700. While San Francisco does not track the exact amount of fees owed on vehicles sold at lien sale, most drivers whose car was towed, stored for thirty days, and then sold at auction would owe at least $2,600 in fees.[21]

TOWING, STORAGE, AND LIEN SALE FEES IN SAN FRANCISCO[22]

TYPE OF FEE	AMOUNT
Administrative Fee	$283.75
Towing Fee	$229.00
Transfer Charge	$32.50
Storage Fee (first 24 hours)	$50.75
Storage Fee (subsequent 29 days) ($60.75/day after first 24 hours)	$1,761.75
Lien Initiation Fee[23]	$35.00
Lien Completion Fee[24]	$35.00
Auction Fee[25]	$166.50
TOTAL FEES TO BE COLLECTED AT LIEN SALE	**$2,594.25**

Therefore, in San Francisco, like San Diego, the average towed vehicle is likely sold for about $2,000 *less* than the city hopes to collect from its owner.

Cities are likely to lose money on lien sales regardless of whether and how a city contracts out its towing program. Some cities may structure their towing programs to pass the risk of loss on lien sales to contracted towing operators. But, even under these contracts, cities are unlikely to recover the resources they spend ordering and administering vehicle tows because under state law, contracted towing companies have priority to recover their tow and storage costs *before* any remaining proceeds are passed to the municipality that ordered the tow.[26] When the lien sale proceeds are insufficient to cover the towing company's costs, the municipality receives nothing.

More lien sales likely lead to higher tow fees. Indeed, some municipalities appear to have raised administrative fees to offset losses from lien sales. For example, in 2018, the City of Garden Grove increased its administrative vehicle release fee from $120 to $150 because it was recovering only a portion of its towing costs.

San Francisco's towing budget suggests a similar trend. The analysis above suggests that the city loses money – hundreds, and perhaps thousands, of dollars – with every vehicle sold at lien sale. San Francisco's analysts, however, maintain that the towing program recovers 87% of its total annual costs, meaning that it recovers about $22 million of its $25 million annual budget through fees and lien sales. In the 2017 fiscal year, the city sold more than 6,100 towed vehicles and released 33,067 towed vehicles to their owners. It seems very likely, therefore, that San Francisco made up for some of its lien sale losses by charging higher fees on the released vehicles.

Whether or not charging one vehicle owner for the cost of another person's tow is legal, it is not the only — or best — way for a city to reduce towing costs. As discussed in Chapter IV below, if cities eliminated tows for non-urgent reasons that are not related to public safety, it would disproportionately reduce the number of costly lien sales, likely saving money for both cities and vehicle owners.

III. VEHICLE TOWS HAVE A DEVASTATING IMPACT ON THE LIVES OF CALIFORNIANS

For many Californians whose vehicles are towed, the financial impact can continue long after the car is recovered, or more often for low-income people, after the car is sold to pay off the towing fees. If a person does manage to scrape together the money to get their car back, the direct cost of the tow exposes those without a financial cushion to an economic shock from which they cannot easily recover. If they don't get back their vehicle — often the most significant asset they have—this loss can be devastating. As illustrated by each of the Californians who shared their story for this report, the economic ripple effect of a tow and the resulting loss of a vehicle too often means the owner and their family lose access to employment, school, medical care, and even housing.

A. TOWING AND LIEN SALES LEAVE A DIRECT FINANCIAL IMPACT THAT DOES NOT END WHEN THE IMPOUND ENDS

California's municipal towing programs assume an upper-middle-class safety net that does not exist for most people. A single tow can immediately set a family back hundreds of dollars. If the owner cannot get the car back, the fees can pile up, day by day, until the total bill is over $2,500. This kind of unexpected expense is simply devastating for low-income Californians. A quarter of American households have difficulty saving any money in most months.[27] Forty-six percent of Americans would struggle to cover an emergency expense of $400.[28] Sixty percent of Americans experienced a large unexpected financial shock in the past calendar year, and almost half had not recovered from that shock six months later.[29]

For many facing these charges, there is no other option than to lose the vehicle to a lien sale. But as Miguel's story — detailed on page 6 — illustrates, that often does not address the direct financial impact of the tow because the proceeds from the lien sale too often do not cover the costs of the tow. When that happens, the towing company can still seek to recover the rest of the towing and storage bill. So for Miguel, even after a towing company sold his car in a lien sale, he faced a deficiency bill of $1,674. And if an individual owes money on parking tickets, that debt also does not go away when the car does. Like any consumer debt, the resulting debt from the lien sale can lead to wage garnishment and have a negative impact on a person's credit for seven years.

Continued debt after a tow can also be exacerbated by car lenders who repossess the vehicle and call in the loan, rather than have the car sold at a lien sale. This leads to new charges, in addition to the loss of the vehicle. Mr. H's car was towed for unpaid parking tickets. While it was impounded, his car lender repossessed his vehicle. The lender then sought immediate payment of the vehicle's entire loan balance, plus $3,742.50 as "the costs of repossession." The insult to Mr. H's injury has driven him further into debt.

B. VEHICLE IMPOUNDS SIGNIFICANTLY IMPACT LOW-INCOME WORKERS' ECONOMIC PROSPECTS

Beyond the direct financial impacts of towing and lien sales, the loss of a vehicle can have far-reaching economic consequences for low wage workers and their ability to earn a living. Having regular access to a vehicle is one of the biggest factors in determining who will prosper in our economic system and who will be shut out of it. One survey of California residents found that respondents identified a lack of access to reliable transportation as the second biggest immediate barrier to employment, behind reliable child care.[30] Another study indicated that car ownership plays a bigger role in getting a job than having a high school diploma.[31]

A vehicle can make it easier to find work. One study suggested that unemployed people with access to cars were more likely to find a job and leave welfare than individuals without vehicles,[32] potentially because private vehicles increase the number of jobs which a person can physically access.[33] Some jobs and even professions also require access to a vehicle, as Ms. Lovelace's story on page 6 illustrates. As an interior designer, she needed a car to transport samples and visit clients' homes. When she lost her car, she could not find a job as an interior designer again. She was shut out, not only from a job, but her entire profession.

Having a vehicle also correlates with keeping a job if a person has one already. One study found that workers with access to a car were almost twice as likely to remain employed over a full 18 to 24 months period than workers without a car, even after leaving the examined welfare program.[34] Another study examining employment rates in Fresno found that cars not only help people *become employed, but also help workers to stay employed.*[35]

Finally, access to a car not only divides those who can get a job from those who cannot, and those who can keep their job from those who will lose it, it may also impact how much someone earns at their job. In one survey of people who were given a loan for a vehicle when they were struggling financially, half of respondents increased their gross monthly income, with an average increase of 8.2 percent in wages.[36] Over one-third of respondents saw an increase in their income of over 10 percent.[37] In another study, researchers found that car ownership actually had a higher correlation with higher wages than a Latinx person's citizenship status.[38]

Having access to a car has proven to be much more useful to workers than access to public transit.[39] Despite efforts by urban planners and public transit agencies, far too few communities in our state have reliable access to a strong public transportation system. Even where there is public transportation, it is often slow and inconvenient.[40] As a result, drivers in many regions have access to a wider variety of jobs and can make themselves available for longer hours.[41]

This translates into real economic differences for car owners and those who rely on public transportation. One survey of low-income residents of Los Angeles showed that earnings rose as commuting distance increased, but those who used public transit to commute suffered a "commuting penalty."[42] In other words, drivers' earnings can be higher than those who used public transit.[43] In another study, researchers found that under some circumstances access to a car can help workers achieve a 40-hour work week, in some cases translating into nearly nine additional hours of work per week, and drivers with the same position can earn between $0.70 and $2.06 more than those who take transit in hourly wages.[44]

THE GIG ECONOMY

The recent trend in California towards the "gig economy"[45] illustrates the need for a car. More and more low-income people are relying on income from part-time, on-demand positions as either their main source of income or to supplement other low-wage earnings. This source of income offers flexibility, but it usually requires access to a reliable vehicle. From driving for Uber, Lyft, and other ride share programs, to delivering food and groceries via Caviar, Postmates, and the other delivery services proliferating in urban areas, low wage workers often rely on their vehicles for this source of income. If their car is towed, they lose access to this income stream.

Mr. H's story illustrates this. He was living at a shelter in San Francisco when his car was towed because of overdue parking tickets. He could not afford both the tickets and the additional towing charges, plus the quickly compounding storage fees and he lost his car. Since then, he has been delivering food for Caviar to get by. With no car, this means climbing the city's famous hills on foot. As a senior, this work is especially exhausting, and there is only so many deliveries he can manage every day.

C. IMPOUNDING A LOW-INCOME WORKER'S VEHICLE CAN NEGATIVELY AFFECT THEIR PUBLIC BENEFITS

When the state's towing and impound practices make it harder for people to find work, it also makes it harder for individuals to move off public assistance.[46] Those who entered welfare with both a car and a job were 41% more likely to keep their job and leave welfare in a timely manner than those who began with a job, but without a car.[47] And welfare recipients who gained access to a car after entering welfare may be up to twice as likely to get a job and leave welfare.[48]

On the other hand, losing a car not only makes it harder to transition off welfare and into employment, it can actually jeopardize an individual's access to these vital benefits. Adults in the state's CalWORKs program must work up to 30 hours a week or risk losing a portion of the grant. When a family on CalWORKS loses their car due to towing, they face the same struggles in meeting their work requirement that low wage workers face. This leaves families poorer and deepens childhood experiences of acute poverty.

D. LOSING A VEHICLE CAN NEGATIVELY AFFECT ACCESS TO EDUCATION

Losing a vehicle can also negatively impact educational and training opportunities for California children and adults. More than half of all school children in California ages 5-15 travel to school in a private vehicle.[49] In some counties like San Bernardino, Santa Clara and San Diego, that number is higher than 60%. And with the decline in neighborhood schools, more and more children live further away from schools than they did forty years ago—in 2009, more than a third of all school children in California lived more than two miles away from school.[50] But even amongst students who live within two miles of school, more than 50% arrive by private vehicle.[51] With so many families relying on private vehicles to transport their children to school, the sudden loss of a car could cause significant disruption to those children's education.

A lost car can also disrupt adults' access to education, which could help improve their economic situation. More than one quarter of low-income consumers in one survey reported that gaining a car led to educational achievement.[52] Conversely, losing a car can prevent people who are unemployed from gaining the skills necessary to compete in the workplace.

Santos Mehrara illustrates this experience. Mr. Mehrara is 36, homeless, and a disabled SSI recipient. However, he had a car, an asset that served as a lifeline that he used to commute to school. In 2017, the City of San Francisco towed Mr. Mehrara's car because he could not afford to pay for parking tickets. Mr. Mehrara managed to pay $700 to get his car back, thinking that his payment resolved the situation. Mr. Mehrara's vehicle was soon towed again. When he attempted to retrieve it, he discovered that he owed more than $2,000, an unpayable sum of money for a disabled resident on a low, fixed income. Mr. Mehrara lost his car and with it, the ability to commute to his classes.

E. LOSING A VEHICLE CAN LIMIT HOUSING OPPORTUNITIES

More and more jobs are being created in the suburbs, which effectively requires many low-income urban residents to drive a car to access those jobs.[53] Due to poor public transit options in the suburbs, many of those same jobs are also inaccessible to the suburban poor, a group which has grown three times as rapidly as the urban poor since 2000.[54] Meanwhile, the search for affordable housing is pushing the poor further and further away from job centers.[55] Today, less than half of all Americans live within a quarter mile of any sort of public transit stop.[56] Many low-income Californians without a car are thus left with the stark choice between housing they can afford and a job they can reach.

For Californians who need financial assistance to afford housing, losing their car can effectively shut them out of entire neighborhoods. For example, families who use a Section 8 voucher are less likely to successfully move to low-poverty neighborhoods if they do not have a car.[57] Section 8 recipients with a car can move to places with lower poverty.[58] These neighborhoods expose low-income families to far fewer carcinogens and other hazards,[59] as well as more work opportunities, and better schools.[60]

F. IMPACT ON INDIVIDUALS LIVING IN THEIR VEHICLES

With California in the midst of an affordable housing crisis, the same Californians most vulnerable to losing their vehicles due to their inability to pay tickets and registration fees are also those most likely to experience homelessness. As housing costs skyrocket throughout California, more individuals are turning to their vehicles to provide shelter. In Los Angeles, one third of the estimated 39,000 people who are unsheltered within the County's Continuum of Care live in vehicles[61]—almost twice as many as live in tents and other encampments.[62] Fifty percent of all children who are unhoused in Los Angeles County live in vehicles.[63]

For individuals unable to afford a traditional roof over their heads, a vehicle offers a level of security and stability that a tent or makeshift encampment simply cannot provide. Yet individuals living in their vehicles are often at risk of losing them because of unpaid parking tickets, lapsed registrations, and enforcement of the 72-hour rule. People who are homeless frequently have no other option than to park their vehicles on public streets and in public lots, where unregistered vehicles are subject to parking tickets and towing. A recent study by the Economic Roundtable in Los Angeles found that, although one-third of all homeless people live in their vehicles, only one-sixth of people who were homeless for over a year live in their vehicles.[64] In other words, after a year of homelessness, an individual was significantly more likely to be living in a tent than in a vehicle. The report linked this trend to the frequency with which unsheltered people lose their vehicles due to debt collection and registration tows.[65]

STEVE VENEGAS

In 2018, Steve Venegas lost his job and was evicted from his apartment. With no place to go, he began living in his car in the Koreatown neighborhood of Los Angeles. Although it was challenging to live in his car, he felt safe and secure, and his belongings stayed relatively clean and dry. But in quick succession, Mr. Venegas received a number of parking tickets for violating one of the many parking restrictions in the neighborhood. Without a job, he could not afford to pay the $68 tickets, and the city placed a hold on his vehicle registration. When his registration expired, he still could not afford to pay the over $800 in fines that had accumulated for his five outstanding tickets. So even though he paid his registration fees for 2018, the DMV would not renew his registration. In July, the city put a boot on his car. He managed to enroll in a payment plan and scraped together $650 to get the boot removed. But the following month, he could not make the next $375 payment that was due, and he defaulted on the payment plan. Still unable to register his car and without anywhere other than public streets to park, he kept getting parking tickets for failing to display current registration tags.

In November 2018, while he was sleeping in his car, parking enforcement officers came to tow it away. He couldn't pay the outstanding fees and wasn't allowed to enroll in another payment plan. In December 2018, the towing company auctioned the car off to collect its fees. Since then, Mr. Venegas has been living in a tent on the sidewalk, next to where he used to park his car. Living on the sidewalk during the wettest and coldest winter in decades has made it a daily struggle just to keep his belongings dry, let alone make himself presentable enough to look for a new job. But if he got a job interview, he would worry about leaving his belongings alone on the sidewalk, for fear that the Department of Sanitation would come and throw them all away.

When a person who is homeless loses their vehicle, the effects can be catastrophic. Many people living in vehicles are the working poor—individuals who are working full time, sometimes struggling to keep more than one job, and yet, because of the cost of housing, still unable to afford rent. Their vehicles provide not only transportation but also shelter. As discussed above, when individuals lose their vehicles, it can be that much more difficult to maintain steady employment and find a path out of homelessness. But if a person is living in their vehicle, the loss of a vehicle can compound these obstacles. After a tow, many people who were living in their cars wind up sleeping in tents or makeshift encampments on the sidewalk. Maintaining employment is nearly impossible. Other mundane yet critical tasks, from getting medical care to finding a place to take a shower, become even more difficult. In addition, living on the sidewalk, people are subjected to criminalization, the loss of their belongings to sanitation sweeps, violent attacks, and inclement weather.

ANNA MCNIFFE

Some municipal tows take money from funds meant for housing, to pay for tow fees. Anna Mcniffe, 65, had been living in her RV for a year in Malibu prior to the 2018 Woolsey fire. She left her RV to buy food for victims of the fire, but when she tried to return a little while later, the roads were closed, and she could not return to Malibu for a week. When she finally returned, she discovered her RV was impounded by Malibu Towing. In an attempt to retrieve her RV, she went to Malibu Towing with a form from the police department ordering the release of the RV, but Malibu Towing told her that fees had accumulated, and unless she paid them they were unable to assist her. Fortunately, Ms. Mcniffe was assisted by the Neighborhood Legal Services of LA County, who made it possible for Ms. Mcniffe to obtain a $2,500 grant from the County's homeless prevention fund. The County dollars paid for the towing and storage fees needed for the release of her home.

PART TWO: POVERTY TOWS

IV. GOVERNMENTS REGULARLY TOW CARS EVEN WHERE THERE IS NO PUBLIC SAFETY RATIONALE

Despite the devastating economic consequences of a tow, local governments regularly tow cars where it does not serve any public safety purpose, and where it unfairly targets low income people. There are numerous unfair tows across the state, including towing crime victims' vehicles and selling them while the victims are hospitalized, and towing cars when the driver has an expired license, even though there is a licensed driver who could legally and safely drive it away. Of the wide range of towing abuses, three reasons for tows rose to the top as important areas of concern, in both the anecdotal evidence and the data: 1) when a driver has five or more outstanding parking tickets; 2) when the car has expired registration; and 3) when the car is parked more in one place for than 72 hours. Collectively, these are "poverty tows," or non-urgent tows that disproportionately impact middle- and low-income Californians.

- Five or more parking tickets

Local governments can tow a car just because the owner has accrued five or more outstanding parking tickets.[66] If this happens, the owner cannot retrieve their car from the tow lot until they have paid all the outstanding parking tickets and late fees on the towed vehicle, all the outstanding parking tickets on any other car the person owns, *and all the towing and storage fees.*

- Unregistered vehicles or lapsed registration

Local governments can tow a vehicle that is not registered, if the registration has been lapsed for more than six months.[67] If this happens, the owner cannot retrieve their car until they have registered their car by paying all outstanding registration fees and penalties, as well as any outstanding traffic and parking tickets that may have led to a registration hold.[68] *Then the owner can pay the towing and storage fees to retrieve their vehicle.*

- 72-Hour Ordinances

Local governments can tow any vehicle that has been parked in thesame legal parking spot for more than 72 hours.[69] This particularly impacts people who do not have private offstreet parking — often because they cannot afford it. For people who are sick, traveling, hospitalized, jailed, or attending to other emergencies, the 72-hour law can be impossible to follow. There is anecdotal evidence that vehicles have been towed for 72 hour violations even when the vehicle owner is in or near the car at the time of tow; enforcement is not reserved for removing abandoned vehicles. To retrieve a car towed for a 72-hour violation, a vehicle owner must pay all towing and storage fees.

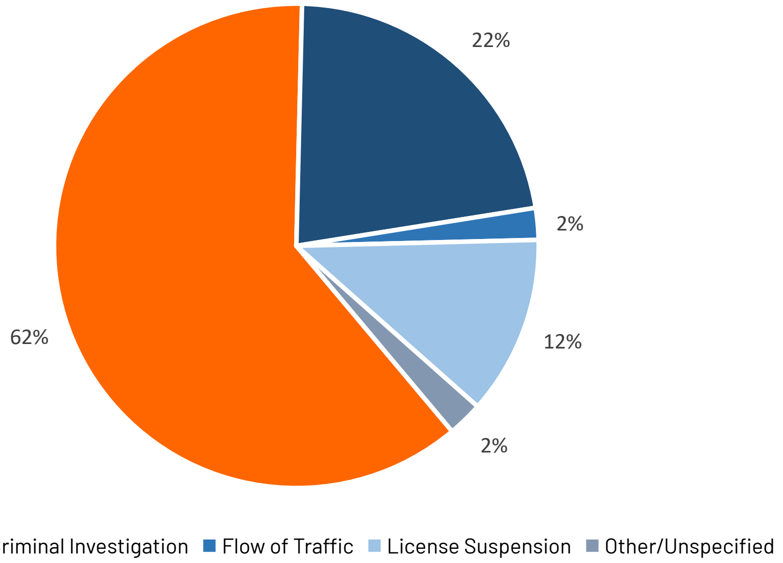
SUSAN LEFF

72-hour tows can harm people during medical emergencies. Susan Leff is currently an Assistant Public Defender in Nevada. When she was a young attorney, she worked in Stockton making a low salary while living in San Francisco. One day, she became sick and needed to go to the hospital. While she was recovering in the hospital, her motorcycle was parked for more than 72 hours and was subsequently towed. By the time she discovered what happened, she could no longer afford the tow and storage fees, despite her full-time job. As a result, the tow company sold her motorcycle; she lost it permanently.

A. TENS OF THOUSANDS OF TOWS EACH YEAR ARE NOT RELATED TO PUBLIC SAFETY

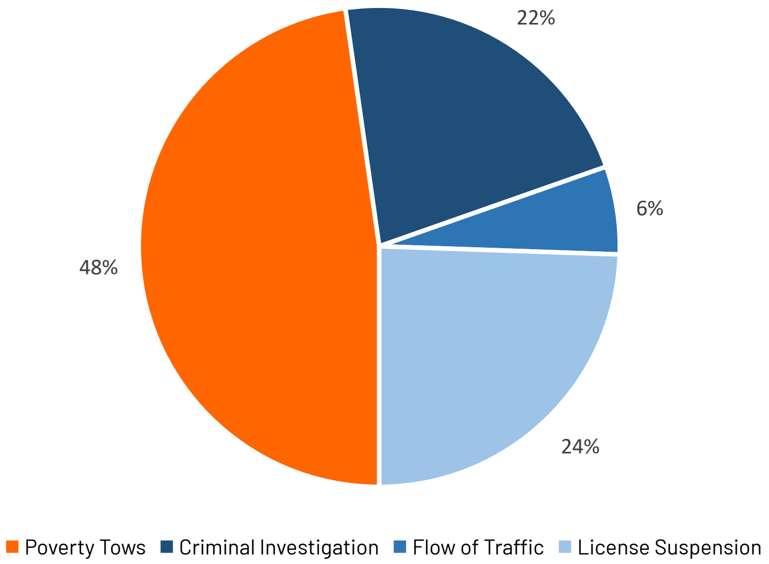
Unpaid tickets, expired registration, and parking for more than 72 hours combine to constitute a large percentage of impounds in California. Based on data from eight cities, analysts estimate that public agencies ordered more than 979,000 tows in 2016 and over 865,000 tows in 2017. They also estimate that 22 percent (in 2016) and 26 percent (in 2017) of these tows were based on one or or more of these non-emergency, non-safety related reasons. These poverty tows overwhelmingly impact low-income individuals and people of color,[70] often permanently stripping people of the thing that allows them to keep a roof over their heads.

REASONS FOR VEHICLE TOWS BY CITY OF SANTA ANA (2015-18)



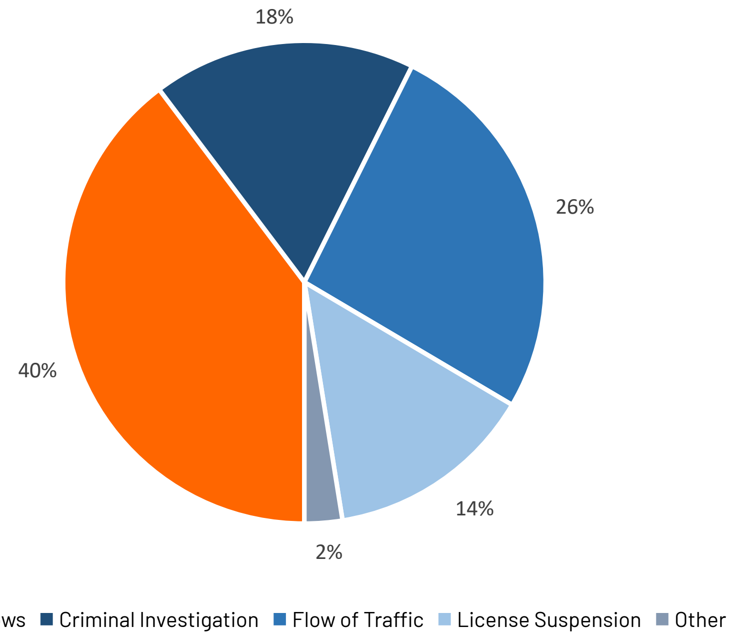
In some areas of California, poverty tows outstrip tows for each other reason. For example, in Chula Vista, lapsed registration tows account for over 31% of all vehicles towed and 72-hour tows account for more than 12%. By contrast, only 6% of all tows are related to maintaining the flow of traffic.

REASON FOR VEHICLE TOWS BY CITY OF CHULA VISTA (2017)



These trends are especially noticeable in many of California's major cities. In San Diego, for example, poverty tows constituted 40% of all impounds whereas flow-of-traffic impounds were the basis for only 26% of impounds.[71] The City of Oakland impounded roughly 36,500 cars between January 2016 and May 2018. Of these, 11,500 (31.5%) were impounded for having expired registration and just 5,780 cars (16%) were towed for posing a hazard to the flow of traffic.[72] And there is some evidence that the number of poverty tows are *increasing steadily. In the first seven months of 2017, the San Francisco MTA towed over 2,500 vehicles for either debt collection, lapsed registration, or both. But in the first seven months of 2018, the SFMTA towed nearly 3,400 vehicles for those reasons,* **a 33% increase.**

REASON FOR VEHICLE TOWS BY CITY OF SAN DIEGO (2016-18)



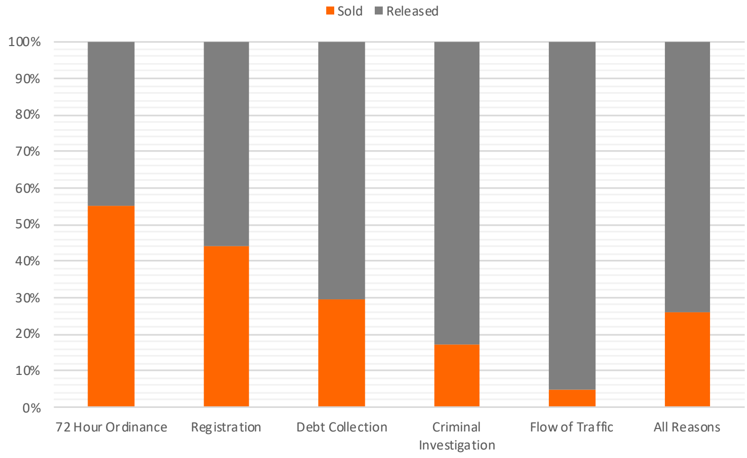
Statewide, **the California Highway Patrol is over 36 times more likely** to impound your car for poverty tows than for a criminal investigation. Almost 30% of the tows ordered by the California Highway Patrol were for expired registration, while less than 1% were for criminal investigations.

B. POVERTY TOWS DISPROPORTIONATELY LEAD TO LIEN SALES

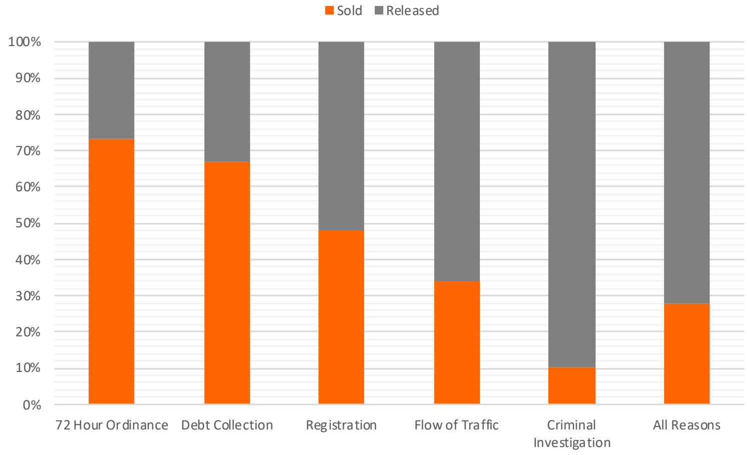
Logic dictates that people whose vehicles are towed for poverty-related reasons are less likely to have the financial means to retrieve the cars from the tow lot, and their cars are thus more likely to be sold at auction than vehicles towed for other reasons. The data demonstrates this to be true. In San Francisco, for example, half of all vehicles towed for debt collection are sold at lien sale, and 57% of registration tows lead to lien sales, even though only 9% of vehicles towed for all reasons were sold instead of recovered. The charts below show similar trends in San Diego and Riverside County.

In all three of the California municipalities that provided lien sale data, poverty tows were the top three reasons people lost their vehicles at lien sale. Even though they were not the top three reasons that vehicles were towed initially, and even though they are usually the least serious, least urgent reasons for tows in California, these tows are the most likely to permanently deprive Californians of their vehicles.

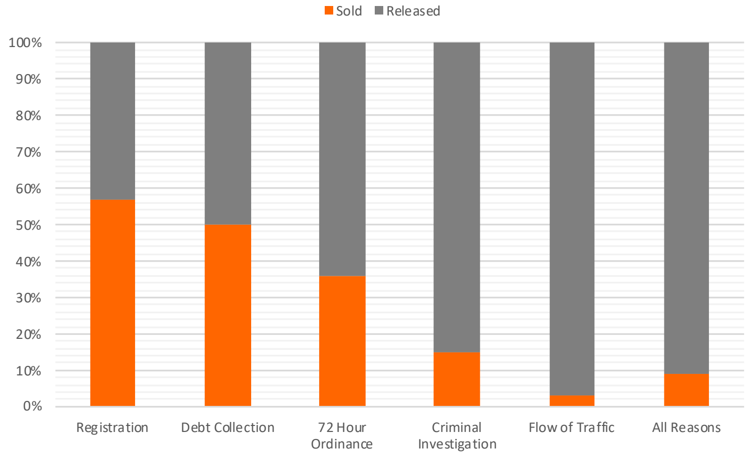
VEHICLES RELEASED VS. SOLD POST-TOW IN SAN DIEGO (2016-18)



VEHICLES RELEASED VS. SOLD POST-TOW IN RIVERSIDE COUNTY (2016-18)



VEHICLES RELEASED VS. SOLD POST-TOW IN SAN FRANCISCO (2005-17)



V. NO ONE WINS WITH POVERTY TOWS

The sheer volume of tows for non-urgent reasons, and the disproportionate number of lien sales that result, means that if local governments stopped towing vehicles for debt collection, lapsed registration, and 72-hour ordinances, they could dramatically reduce the number and cost of tow-yard lien sales.

A. POVERTY TOWS DRAIN MONEY FROM THE PUBLIC FISC

Governments lose money when they tow cars for poverty-related reasons. The reason governments lose money from poverty tows is that such cars are less likely to be retrieved from the tow lot, and more likely to be sold at lien sales – and as explained in Section II, tow companies lose thousands of dollars with every lien sale.

As the chart below illustrates, almost 70% of all vehicles sold at lien sale in San Diego were towed because of lapsed registration, unpaid parking tickets, or a 72-hour ordinance. During a roughly two-year period, the city sold approximately 12,000 vehicles; over 8,200 of these sold vehicles were related to poverty tows.

TABLE: TOWING AND LIEN SALES NUMBERS IN SAN DIEGO (2016-18)

REASON FOR TOW	NUMBER OF VEHICLES TOWED	PERCENTAGE OF ALL TOWS	NUMBER OF VEHICLES SOLD	PERCENTAGE OF ALL SALES
Debt Collection	2375	5%	702	6%
Registration	11263	24%	4950	42%
72 Hour Ordinance	4714	10%	2613	22%
ALL POVERTY TOWS	**18352**	**40%**	**8265**	**69%**

A similar trend holds in San Francisco. Records provided by the City of San Francisco, dating back more than ten years, track over 150,000 tows. Half of all vehicles that San Francisco towed for debt collection were sold at lien sale, and 57% of registration tows led to lien sales. Although these tows only make up about 9% of all vehicles towed, they make up **55% of lien sales**. During the same 10-year time period, the city sold about 14,100 towed vehicles at lien sale, and about 7,700 of these vehicles (55%) were towed for registration and/or debt collection. By eliminating these two types of tows, cities could drive down the number of lien sales. As detailed in Section II, this would make their towing programs significantly more cost-effective and could allow them to lower towing fees.

Additionally, using tows to coerce payments on parking ticket debt is often ineffective. First, it deprives many people of a necessary tool for their employment: their car.[73] If they cannot work, it is harder for people to pay.[74] Second, several studies have shown that when governments demand fines and fees that are too high for a person to pay, that person does not pay anything. In fact, people are more likely to pay—and governments can collect more overall—when the amounts due are reduced according to their ability to pay.[75]

B. POVERTY TOWS ARE UNFAIR TO LOW-INCOME PEOPLE

People who have unpaid parking tickets, lapsed vehicle registration, or 72-hour parking violations are likely to be low-income, as these circumstances are usually avoidable for people who have enough money to pay fines and fees or pay for private parking. Thus, when a government agency tows a vehicle for one of these reasons, it is often compounding already untenable financial circumstances.

It is easy to see how a law that allows an agency to tow a vehicle for unpaid parking tickets disproportionately impacts low-income drivers. Many low-income people fail to pay because they cannot afford the often-sky-high cost of these tickets.

It is also apparent that a person who is struggling financially could find themselves unable to afford the cost to register a vehicle.

There is also a less obvious link between unpaid parking tickets and lapsed registration. When a person gets a single parking ticket and cannot pay it, the agency that issued the ticket can put a "hold" on that person's vehicle registration with the Department of Motor Vehicles.[76] When that happens, the vehicle owner cannot register their vehicle until they have resolved all parking ticket fines and late fees, in addition to the vehicle registration fees.[77] If they cannot afford to pay, the registration lapses, and they can accrue even more parking tickets for failure to display valid registration tags. And of course, this cycle continues, as each new parking ticket can be reported to the DMV. This sends a person further down the spiral of debt. Five parking tickets later (or six months after the vehicle registration lapsed), the government can tow the car for outstanding parking tickets or expired registration (or both). Thus, for a low-income person, a single expired meter, misread parking sign, or forgotten street cleaning can too easily lead to a vicious debt cycle and permanent loss of their vehicle. In these instances, towing is not being used to address threats to public safety, but to coerce people to pay fines and fees. When that is impossible for a low income Californian to do, the coercion does not work as a collections tool, and it causes the often devastating loss of the person's vehicle.

In addition, in some circumstances, a registration violation is more likely to cause a tow than erratic or drunk driving. For example, if a person is pulled over for a registration violation, and they have an expired or suspended license, the officer can immediately order the car towed. In contrast, if a person is pulled over at a drunk driving checkpoint, or for smuggling illegal agriculture into California, and does not have a current license, the officer must allow the owner of a vehicle to have another person who does have a license to drive it away, saving the car from the tow yard.[78]

The rule permitting the government to tow any car parked on the street for more than 72 hours affects people in most income brackets in California – anyone can unwittingly leave their vehicle parked on the street for a few days and then return to find it towed. But this law hits low-income people particularly hard because low income people have less access to safe off-street parking, particularly in large urban areas. In many major cities in California, parking spaces are at a premium and many apartment buildings do not include parking spaces, or landlords charge hundreds of dollars for off-street parking. People who cannot afford off-street parking are at higher risk of leaving their vehicle parked on the street and violating the 72-hour rule.

ALTERNATIVE FORMS OF COLLECTING DEBT ON UNPAID PARKING TICKETS

Governments can collect unpaid parking tickets and registration fees without towing cars. Some other powerful tools they can use to collect debts owed to the government include:

- Governments can collect debt owed to them by enlisting the Franchise Tax Board to intercept tax refunds or lottery winnings.[79]
- If the person owes more than $400 in parking tickets, the agency can enter a civil judgment against the person for the amount of the tickets, the late fees, and court costs.[80]
- After a civil judgment is entered, the agency can use ordinary measures to collect debt, including bank levies and wage garnishments.[81]

C. POVERTY TOWS DISPROPORTIONATELY IMPACT UNHOUSED PEOPLE, IMMIGRANTS, AND PEOPLE OF COLOR

Towing and selling vehicles as a punishment for people who cannot pay municipal debts is linked to a long history of targeted enforcement against poor people and people of color in the United States. While many point to the abuses cited by the Department of Justice in the wake of the Ferguson uprising, the use of fines and punishments against African-American people in particular has far deeper historical antecedents. As Ruth Bader Ginsberg wrote for the Supreme Court in February 2019:

> ***Following the Civil War, Southern States enacted Black Codes to subjugate newly freed slaves and maintain the prewar racial hierarchy. Among these laws' provisions were draconian fines for violating broad proscriptions on "vagrancy" and other dubious offenses.***[82]

The Supreme Court cited this history in deciding that the Eighth Amendment Excessive Fines clause applied to a state seizing and selling a man's car after he was arrested.[83] Since Ferguson, there has been a growing recognition that (1) over-policing of minor offenses—particularly targeted enforcement—creates and exacerbates race inequality, and that (2) it is unjust for governments to impose fines and fees and then punish people who cannot afford to pay.[84]

The few available surveys on towing show discriminatory impact. In 2018, the East Bay Express reported on the towing crisis in Oakland and reviewed the towing details of over 26,000 tows. They mapped the data and found that the Oakland Police Department towed vehicles more often from neighborhoods in East Oakland, which are predominantly Latinx and Black communities, than anywhere else in its jurisdiction.[85] A survey of tows in Menlo Park showed disproportionate impact on Latinx drivers.[86] In San Francisco, the city sends MTA enforcement officers to respond to complaints about poor and homeless people parked in certain neighborhoods, dispatching officers and tow trucks to find out whether there are grounds to tow—usually for lapsed registration, unpaid tickets, or 72-hour violations.[87] Officers will tow even if the vehicle owner is there, despite the fact that they stop other MTA tows if the vehicle owner arrives.[88] Other studies and reporting have shown significant racial bias in traffic stops by law enforcement agencies in various parts of the state, many of which can lead to the towing of vehicles.[89]

While advocates requested towing data from jurisdictions that would allow a racial disparity analysis for places like Los Angeles, the Los Angeles Police Department, the Los Angeles Department of Transportation, and other agencies throughout the state either failed or outright refused to provide this information, making this kind of analysis impossible statewide.

MR. KELLY

Not just poor and homeless people are targeted for tows; sometimes it's also the people who help them. Mr. Kelly has spent the last 18 months helping unhoused people who are living in their vehicles in Oakland. When the City of Oakland would slap 72-hour notices on the cars of people living in their vehicles (ordering them to move a mile or face towing), Mr. Kelly would use his pick-up truck to help move any inoperable RVs and trailers out of the tow zone. One morning, when he came to help move some vehicles facing tows at 20th and Willow, he found that his own truck and trailer had been towed. "It was the first one they picked out," Mr. Kelly said. "I know they know my truck. Because many different times I've towed these 4-5 vehicles. They knew if they towed me first they'd have the rest, so that's what they did."

Where unnecessary towing practices lead to the loss of vehicles, this can exacerbate existing racial disparities in car ownership, transportation equity, and resulting economic opportunity. These disparities are well-documented in our state.

People of color are less likely to own vehicles, but are more likely to live in communities with inadequate public transportation systems. Empirical evidence suggests that, relative to white workers, Black and Latinx workers are already less likely to have stable access to a car,[90] and a lack of car access has been shown to contribute to the disparate rates of unemployment between white workers and workers of color.[91] There is also a significant racial disparity in terms of investment in public transportation, even though people of color are more likely to rely on public transportation. In Los Angeles, most residents who rely on public transportation come from low-income households and are people of color,[92] but investments in public transportation have historically ignored these communities. This lack of investment perpetuates racial inequality by diminishing individuals' access to economic opportunity and perpetuating racial segregation,[93] and it makes car ownership even more critical.

KING CITY TOWING SCHEME

A towing scandal in a small agricultural city in the Salinas Valley shows how poverty tows can enable targeted enforcement. In 2014, police officers in King City were arrested and charged with involvement in a corruption scheme involving the city's private towing contractor (Miller's Towing).[94] The officers alleged received kickbacks from the towing company in exchange for ordering tows based on minor infractions, such as expired registration.[95] According to city residents, officers targeted low-income Latinx farmworkers who could not afford to pay towing fines and fees and frequently lost their vehicles at auctions or lien sales.[96] A class-action lawsuit led to a $1.2 million dollar settlement for the victims of this scheme.[97]

Finally, towing policies create an additional economic barrier for immigrants. Approximately 20 percent of non-citizen immigrants earn poverty-level wages nationally,[98] and California has more immigrants than any other state.[99] Because immigrants are disproportionately likely to be low-income,[100] they are necessarily less likely to be able to afford the excessive towing and impound fees described in this report. Many may fear that interacting with government bureacracies in order to get their cars back will lead to deportation, and additional challenges related to immigration status.

MS. CRISPINA R.

For many people, including immigrants, even understanding how to get their car back after a tow is a challenge. Ms. Crispina R., a 35-year-old undocumented mother, immigrated to California from Oaxaca, Mexico in 2008. A Fresno Police Officer pulled her over in February 2019 because of expired registration tags and ordered that her car be towed. Before being pulled over, Ms. R was in the process of getting her van smogged, but the mechanic helping her advised Ms. R to drive the vehicle before work was complete. After her car was towed, she went to the police department to inquire about the location of her van, and the police provided her with a towing company's information. When she contacted the towing company, no employee spoke Spanish, leaving Ms. R unable to obtain further information about her van. Without her vehicle, Ms. R is unable to transport her five children to school and to their doctor.

California counties struggle to find solutions that adequately address decades of structural racism, disinvestment, and resulting inequality. As communities fight to address these deeply entrenched problems, one remedy that research has shown helps at the individual level is car ownership.[101] But the state's current towing practices that strip low-income people of their vehicles take away even this opportunity for economic advancement and increased racial equality.

VI. MANY POVERTY TOWS ARE UNCONSTITUTIONAL

The United States and California constitutions place important limits on our government's power to take people's property. Several recent court decisions—including by the United States Supreme Court—have underscored that there are only a few, limited circumstances in which towing vehicles is constitutionally permissible, and cities violate the Fourth, Eighth, and Fourteenth Amendments when they tow private vehicles otherwise.[102]

A. THE FOURTH AMENDMENT PROHIBITS WARRANTLESS TOWS

The Fourth Amendment of the U.S. Constitution prevents the government from unreasonably seizing a person's property: "The right of the people to be secure . . . against unreasonable searches and seizures, shall not be violated . . ." Warrantless seizures are "per se unreasonable."[103] This means that, before towing a privately owned vehicle, government agencies must either get a warrant, or meet one of the few exceptions to the warrant requirement.[104] These exceptions include seizures effectuated to stop a crime in progress, seizures conducted with owner consent, and seizures to ensure public safety. There is no exception to the general constitutional warrant requirement that permits governments to seize vehicles for debt collection.

California has also recognized the importance of ensuring that any towing of a vehicle complies with the protections of the Fourth Amendment. In 2018, the state legislature passed a law clarifying that "[a]ny removal of a vehicle is a seizure under the Fourth Amendment of the Constitution of the United States and Section 13 of Article I of the California Constitution, and shall be reasonable and subject to the limits set forth in Fourth Amendment jurisprudence."[105] The new law clarifies that tows without a warrant are constitutional only if they fall under one of the exceptions to the warrant requirement, "such as ensuring the safe flow of traffic or protecting property from theft or vandalism."[106]

Cities across California violate the Fourth Amendment when they tow cars without warrants just because the owner owes fines and fees, has not paid the vehicle registration fee, or has not moved their car for 72 hours. None of these rationales for vehicle tows are sufficient to justify a warrantless seizure under the Fourth Amendment. None are emergencies, none are crimes, and none implicate safety concerns.

A San Francisco delivery driver—Sean Kayode—recently became one of the first people to challenge debt collection tows under the Fourth Amendment. His car was towed because he owed money for parking tickets. Mr. Kayode was homeless, and without his car, he could not work to save money for housing. In October 2018, a federal court in California ordered the City of San Francisco to give Mr. Kayode his car back because the City's tow of the car raised serious questions under the Fourth Amendment.[107]

B. THE DUE PROCESS CLAUSE OF THE FOURTEENTH AMENDMENT REQUIRES ADEQUATE NOTICE AND OPPORTUNITY TO CONTEST A TOW

The Constitution prohibits a state from depriving "any person of ... property, without due process of law."[108] At the core of the Due Process guarantee of the Fourteenth Amendment is pre-deprivation notice—some advance warning that the government is going to take your property— and a meaningful chance to challenge the deprivation before it happens.[109] In the context of vehicle tows, courts have recognized that people have an important right in continued possession of their cars, and that the government's seizure of a person's car causes significant hardship.[110] Because cars are so important to people's daily lives, courts have required that governments must give people notice *before towing vehicles and must provide vehicle owners a reasonable opportunity to contest the tow or to show that towing the car would be illegal or unconstitutional.*[111] The only exceptions to this general rule include emergencies, situations in which notice would defeat the point of the tow, and situations in which the interest at stake is small relative to the burden that giving notice would impose.[112]

Throughout California, however, local governments seize and tow cars without providing any advance notice of the impending tow, and without providing the owner with any opportunity to contest the tow in advance, or to show that towing the car would be illegal or unconstitutional. Although local governments do permit an owner to request a "tow hearing" after the tow has already occurred, those hearings are essentially shams. Hearing officers regularly refuse to consider whether the tow violated the constitutional rights of the vehicle owner, and regularly refuse to even consider whether it was improper to tow a person's car for nonpayment of parking tickets when the reason for nonpayment was inability to pay. Further, hearing officers typically refuse to allow the vehicle owner to question the officer who ordered the tow or to see any of the evidence against them before their hearing. In addition, hearing officers do not make an independent determination of the necessity of towing a particular vehicle; instead, hearing officers consider simply whether the tow was authorized by statute. The towing of a vehicle without prior notice, and without *any meaningful opportunity to be heard, violates the Fourteenth Amendment's due process clause.*

TOW HEARINGS DON'T WORK

Within the first ten days after a vehicle is towed by a government agency, the vehicle owner may request an administrative hearing to challenge the legality of the tow. (Vehicle Code section 10652.5.) Most people don't know that this opportunity exists, but even for those fortunate enough to know of the right to a hearing, the hearing is unlikely to offer relief.

First, the hearing is not held in front of a judge. In fact, often it is a police officer who works for the same agency that ordered the tow. Second, many cities do not allow people to see the evidence against them before, or even at the hearing. Third, hearing officers are limited to determining if there was a legal basis for a tow: for a debt collection tow, this means that if the vehicle owner truly did accumulate unpaid tickets, the hearing officer will uphold the legality of the tow. Despite constitutional prohibitions against punishing people who cannot pay, hearing officers are not required to consider inability to pay the parking tickets that precipitated the tow.

Mr. Mehrara, whose story is captured in Chapter III, and Mr. Fisher, whose story is set out below, both requested hearings after their vehicles were towed. Neither recovered their vehicle through the process. Mr. Fisher – whose car had been towed for lapsed registration — showed the hearing officer proof that his car had passed a smog test and that he could pay his registration fees as soon as he received his next SSI check. Nonetheless, the hearing officer ruled that the tow was performed for a statutorily valid reason (lapsed registration), and Mr. Fisher's circumstances were irrelevant.

Mr. Mehrara, meanwhile, never received a tow hearing. When the San Francisco Municipal Transit Agency towed his vehicle due to the accumulation of five unpaid parking tickets, Mr. Mehrara called the agency to request a tow hearing. He was told that he would be notified when the agency scheduled a hearing, but he never received such notification. Unsure what to do, he contacted the Lawyers' Committee for Civil Rights. However, by the time he spoke with an attorney, Mr. Mehrara's car had been sold at a lien sale.

C. THE EIGHTH AMENDMENT EXCESSIVE FINES CLAUSE PROHIBITS DISPROPORTIONATE FINANCIAL PENALTIES

In its February 2019 decision in *Timbs v. Indiana*, the United States Supreme Court issued a rare unanimous decision, holding that the State of Indiana may have violated the 8th Amendment's Excessive Fines Clause when it seized the vehicle of an Indiana man because he had committed a drug crime.[113] Under the Eighth Amendment, "[e]xcessive bail shall not be required, nor excessive fines imposed, nor cruel and unusual punishments inflicted."[114] In deciding that the Excessive Fines clause applies to the states, and to the state of Indiana taking Mr. Timbs' car, the Supreme Court recognized that the government must not impose fines that are out of proportion to the crime committed, that government-imposed fines must "not be so large as to deprive [an offender] of his livelihood," and that no one shall have a larger fine than their "circumstances or personal estate will bear."[115]

The *Timbs* decision casts serious doubt on the constitutionality of the government's seizure of a vehicle to punish nonpayment of parking tickets or registration fees, or to punish parking for longer than 72-hours in the same spot. Towing a vehicle for such offense is not proportion to the "offense" the vehicle owner has committed, and as explained in Section I, vehicle seizures are so expensive that low and moderate income people often cannot retrieve their vehicles after a tow; the resulting permanent loss of the vehicle deprives many people of their ability to earn a livelihood, and even their homes, and is financially ruinous – all hallmarks of an excessive fine under the 8th Amendment.

AB 503 AND AB 2544

AB 503 and AB 2544, signed into law in October 2017 and September 2018 respectively, prevent cities and municipalities from placing a hold on a driver's registration for unpaid parking tickets unless a driver is offered a payment plan if they are too poor to pay immediately. The criteria are limited: even though parking ticket fines have risen and half of Americans can't afford $500, only the poorest people—usually those on public benefits—qualify. The process also places the burden on Californians to demonstrate their indigence in person, request a payment plan, and make a manual payment every month.

The system does not benefit or work for many Californians. Diane owes parking fines in multiple cities and counties. Until she resolves those fines, she cannot register her car, which leaves her in constant fear of being towed. For three months, Diane has taken time away from her freelance employment to travel to different parking enforcement agencies and request payment plans. Multiple times, Diane has had to argue with agency and DMV staff who are unaware that these laws created retroactive relief for individuals with old parking debt. Despite her best efforts over a course of multiple months, Diane still has not been able to register her vehicle.

Diane's example demonstrates not only that current law lags in implementation, but also that bureaucratic relief placing the burden on vehicle owners often results in no relief at all.

D. THE FOURTEENTH AMENDMENT PROHIBITS PUNISHING A PERSON FOR POVERTY

Towing a vehicle because the owner owes a debt to the government amounts to punishing a person for being poor. The vehicle tows that are accomplished to collect municipal debt are not punishment for breaking the parking laws – they are punishment for not paying money to the government. People who have enough money can break the parking laws as many times as they want, and so long as they pay their parking tickets on time, they will avoid a vehicle tow. Low income people, however, face a far harsher punishment: the permanent loss of their vehicle as a result of nonpayment of parking tickets. The United States Supreme Court has repeatedly recognized that punishing a person for poverty – and punishing nonpayment when a person is *unable* to pay – violates the Due Process and Equal Protection Clauses of the Fourteenth Amendment.[116]

A California court of appeal recently described how "[p]oor people must face collection efforts [that others do not] solely because of their financial status, an unfair and unnecessary burden that does not accomplish the goal of collecting money."[117] The court concluded that before assessing fines and fees, courts must ascertain whether someone can pay them, or else forego the punishment.[118]

The status quo for towing is generally tow first, coerce payment after. Californians would be hard pressed to find a jurisdiction that examines a person's ability to pay before charging tow and storage fees. Current California towing practices raise serious questions of constitutionality.

RUDOLPH FISHER

As a result of the lack of due process for tows, drivers can have their cars towed for other people's parking tickets. Rudolph Fisher is 66-year-old man who suffers from chronic emphysema and diabetes and relied on his car for medical appointments. He purchased a used car from a private seller who had only purchased the car the month before. Unbeknownst to both Mr. Fisher and the seller, the car had five unpaid tickets on its record. Mr. Fisher only had the car for two days before it was towed. He received no notice before it was towed and could not afford to pay the tow fines and fees. He lost the car.

VII. RECOMMENDATIONS TO REDUCE TOWING OF VEHICLES IN CALIFORNIA

Towing is meant to improve public safety, not to punish people for minor violations or to collect debts. These recommendations are in line with constitutional principles, and increasing good, cost-effective towing practices across the state.

TOWING OR IMMOBILIZING A VEHICLE IS A COUNTERPRODUCTIVE AND DISPROPORTIONATE SANCTION FOR:

- Owing money on parking tickets
- Out-of-date DMV registration
- Parking a vehicle for more than 72 hours without moving it

Towing is an extreme penalty that disproportionally harms middle and low income people and people of color. Once a car is towed, many California families do not have the money to retrieve the car and cannot borrow the money. When they can't retrieve the car, it causes problems getting to work, making doctor appointments and participating in other everyday activities.

"RELEASE" FEES AND STORAGE FEES ARE OFTEN EXCESSIVE AND HARMFUL

Some, but not all, local law enforcement departments impose additional "release" fees on top of the cost of unpaid fines and fees and on top of the cost towing and storage. Additionally, some law enforcement agencies require vehicle owners to pay a "release" fee on a vehicle that was towed simply for having been in the same place for 72 hours. This layering on of costs makes it more likely that the person will lose their vehicle after a tow. The CHP does not charge release fees or charge to authenticate that a person has complied with a fix it ticket. **The CHP Policy of not charging a release fee for a towed vehicle is a fair and equitable practice.**

In addition, storage fees are often exorbitant, far exceeding the fair market value of a parking place, making the overall cost to retrieve a vehicle unaffordable.

TOWING AND STORING COMPANIES SHOULD NOT FILE LIENS AGAINST VEHICLE OWNERS FOR UNPAID FINES AND FEES

When low-income people have their car towed they often do not have the money to get it back. In that case the tow yard can sell the car at auction but often the amount received at auction is less than the total owed. Tow yards can file liens against registered owners to collect the remainder of what is owed. Most liens on low income owners result in little or no money recovered but cause a financial cloud to hang over the person for seven years. **Tow yards and storage facilities should not use Lien Collections for Low Value Cars (those worth less than $4,000).**

TOWING HEARINGS MUST BE FAIR AND IMPARTIAL

Local jurisdictions must make sure that tow hearings are fair and impartial to comply with the requirements of the Constitution's Due Process Clause. The basic contours of a constitutional hearing are: 1) A hearing officer who is a neutral third party; 2) Clear and obvious notice to the owner that they have the right to a hearing; this may mean notice on city websites and on any printed information provided to the owner; 3) A process where the hearing officer considers all relevant evidence and factors, which may include the owner's ability to pay and other extenuating circumstances or good cause; And, 4) a process where the vehicle owner can be made whole: this means that if a hearing officer finds that a tow was improper or the balance of hardships lies with the owner, the owner should be able to retrieve their car at no charge.

TOWING PRACTICES THAT SHOULD BE FURTHER EXAMINED

Problems that came up in the course of preparing this report that should be addressed in the future:

- Towing Stolen Cars. Some stolen cars are recovered, but then the owner can't afford to recover them from the tow yard, meaning the tow yard takes the car instead of the thief. Some cities have stopped charging people to get their own vehicles out of the tow yard after they are stolen and recovered.
- Driving on a Suspended License. CHP has a common-sense policy: Permit a person pulled over for a suspended license to locate someone else with a valid license to drive the vehicle away, including allowing time for a licensed driver to arrive if the vehicle can be legally and safely parked.
- Consumer Protections Against Tow Company Abuses. Many vehicle owners who were surveyed reported abuses by tow companies. This problem seems to be widespread, and should be the subject of deeper investigation.

APPENDICES

APPENDIX A: LIEN SALE PROCESSES

The process for a lien sale varies based on the value of the vehicle. Based on state law requirements, vehicles with a fair market value greater than $500 must be stored for at least 30 days before a sale. Vehicles with a fair market value of less than $500 can be sold after only 15 days of storage.

VEHICLES WORTH BETWEEN $500 AND $4000

Most vehicles sold at lien sales are valued between $500 and $4000. Before these vehicles can be sold, the tow company first must notify the vehicle owner and all individuals known to have an interest in the vehicle of the sale.[119] This notice must include the date, time and location of the sale and must be sent at least 31 days before the sale.[120] The notice also must set forth the process for opposing the sale.[121]

If the vehicle owner or any individual with an interest in the vehicle opposes the sale, the tow company must file a court action and get a judgment before it can sell the vehicle.[122] If the tow company gets a judgment, the person who opposed the sale may be required to pay court costs.[123]

If no one opposes the sale, the tow company must post a notice of sale at its business office for at least 10 days prior to the sale.[124] After the sale, the entity that conducts the sale must remove and destroy the license plates and notify the DMV of the sale.[125]

VEHICLES WORTH LESS THAN $500

Vehicles worth less than $500 are sold through a similar process.[126] However, the tow company may sell the vehicle within 15 days of sending notice of the sale, if no one opposes the sale.[127]

VEHICLES WORTH MORE THAN $4000

Lien sales of vehicles worth over $4000 require an additional step in the process. Before sending notice of the sale, the tow company first must apply to the DMV for authorization to sell the vehicle.[128] When it receives the tow company's application, the DMV must notify the vehicle owner and any other individuals that the tow company identifies as having an interest in the vehicle.[129] The DMV's notification must state that the tow company is going to sell the vehicle and describe the process for opposing the sale.[130]

If there is opposition to the sale, the tow company must obtain a court judgment before it can sell the vehicle.[131] If no one opposes the sale, the tow company must then notify the vehicle owner and any other individuals with an interest in the vehicle of the date, time and location of the sale at least 20 days before the sale.[132] The tow company must also post notice of the sale in a newspaper or a public place.[133] Once it has provided notice, the tow company may sell the vehicle.

APPENDIX B: PUBLIC RECORDS REQUESTS AND DATA COLLECTION

Starting in Spring 2017, the authors submitted California Public Records Act (CPRA)[134] requests to thirty five state and local agencies, seeking records related to government-ordered towing. The purpose of these requests was to gather data and records that would allow us to:

1. Analyze the structure, finances, processes, and impact of local towing programs;
2. Compare towing programs across jurisdictions;
3. Measures the scale and scope of government-ordered tows and towing-related lien sales statewide;
4. Assess the most common authorities for towing used locally and statewide and compare the outcomes and impacts of different types of tows.

UNSUCCESSFUL CPRA REQUESTS TO STATE AGENCIES

Attempts to collect statewide towing and lien sale data and records from state agencies were unsuccessful. We sought records and data from the California Department of Justice's Stolen Vehicle System, which tracks information about certain impounded vehicles throughout the state, relying on the California Law Enforcement Telecommunications System (CLETS). In response to a request for related records, however, the Department of Justice asserted that "any information transmitted via CLETS to or from the Stolen Vehicles System is confidential and exempt from disclosure [under the CPRA]." The Department of Justice also explained that it does not "process or store reports on towed/impounded vehicles on a regular (daily, weekly, monthly, yearly, etc.) basis." The authors are unaware of any other agency that compiles or maintains statewide data on the towing practices of public agencies.

We also sought data from the California Department of Motor Vehicles (DMV), which receives notifications and applications from lienholders. These records would allow the DMV to track the number of vehicles sold at lien sale as a result of government-ordered tows. In response to the authors' request, the DMV explained that it "does not track that information or electronically note it in Department databases." The DMV would not conduct a manual search of lien sale files to identify liens triggered by government tows on the ground that doing so would be unduly burdensome and therefore not required under the CPRA.

CPRA REQUESTS TO LOCAL AGENCIES

The authors also submitted requests to the 30 cities and counties listed below, whose jurisdictions include the most populated cities and metropolitan regions in California.

- California Highway Patrol
- City of Anaheim
- City of Berkeley
- City of Chula Vista
- City of Fontana
- City of Fremont

- City of Fresno
- City of Garden Grove
- City of Huntington Beach
- City of Irvine
- City of Long Beach
- City of Los Angeles
- City of Modesto
- City of Oakland
- City of Oxnard
- City of Riverside
- City of Sacramento
- City of San Diego
- City of San Francisco
- City of San Jose
- City of Santa Ana
- City of Stockton
- Alameda County
- Los Angeles County (Los Angeles County Sheriff's Department)
- Orange County
- Sacramento County
- San Bernardino County (San Bernadine Sheriff's Department)
- Santa Clara County

These requests sought records related to local governments and local agencies' (1) contracts with private towing companies; (2) policies, procedures, and fees for towing, storing, and releasing vehicles; (3) guidelines for post-tow hearings; and (4) policies for low-income fee waivers or reductions, if any.

We also requested records tracking every tow and impound ordered by these agencies since August 2015, including as much of the following information as possible:

a. Date/time request of tow;
b. Which entity ordered the tow;
c. Citation/reason for towing;

d. Citation fees;

e. Location from which vehicle was towed;

f. Vehicle's make, model, year, license, VIN;

g. Owner's address, age, or any other available information;

h. Destination to which vehicle was towed;

i. Date/time tow unit arrives at storage facility;

j. Date/time of release of vehicle;

k. Fees for towing and storage;

l. Method of payment;

m. Whether the tow was contested, in what manner it was contested (in writing, in person hearing), whether tow was successfully contested;

n. Unique identifier for that tow, where applicable.

Finally, our CPRA requests to local agencies sought records related to all government-towed vehicles that were sold at lien sale during the same period, including:

a. The value of the assessed vehicle;

b. The total amount of tow and storage fees due at the time of sale;

c. The total amount of parking ticket, registration or other fees due at the time of sale;

d. The amount the vehicle sold for at auction;

e. Any deficiency debt, if applicable.

The contracts, policies, and guidelines provided in response to these CPRA requests inform much of the analysis presented in Chapters I, II, and V, specifically the analyses of the fees charged by local towing programs and the impact on city budgets.

We received towing data from approximately 20 different agencies, which provided source material for the data analysis presented in Chapters IV and V. The methodology for processing this data is discussed below.

With regards to data on lien sales, most public agencies that responded to our CPRA requests provided very little – if any – data about lien sales of impounded vehicles. With very few exceptions, the public agencies responded to requests for lien sale data by maintaining that the records of these sales were maintained by the private contractors that tow and store the vehicles and carry out the lien sales. As such, the agencies asserted that these records are not public records that must be disclosed under the CPRA.

CPRA REQUESTS TO PUBLIC AGENCIES IN LOS ANGELES

Given the volume of tows conducted in the City of Los Angeles (approximately 100,000 per year), the authors made several efforts to obtain towing data from public agencies in Los Angeles. The LAPD did not respond to our 2017 request. In 2018, we sent a similar request to the Los Angeles Department of Transportation and the Los Angeles Police Commission, which oversees the Official Police Garages, the entities that contract with the City of Los Angeles to tow vehicles.

As of the date of publication, the Los Angeles Department of Transportation has not provided a substantive response or any data in response to this request. The Police Commission responded by producing some data, which is discussed in Appendix C and also forwarded the request to the LAPD for a response.

The Los Angeles Police Department responded to this second request in January 2019 but refused to produce any responsive documents. This is consistent with the LAPD's longstanding refusal to release towing data on the ground that the Official Police Garages, rather than the LAPD, compile data related to the city's towing practices. Although the data comes from LAPD records and the City's contract with the OPGs allow the City to access this data at any time, Official Police Garages as private entities are not themselves subject to the Public Records Act. Because the CPRA does not require the City to produce OPG data, the City has repeatedly refused to do so.[135]

APPENDIX C: CATEGORIES OF TOWS, DATA PROCESSING, AND DATA ANALYSIS

Since Fall 2017, the authors, including data scientists and statisticians from Analysis Group, have been studying records received from the CPRA requests described above. Ultimately, we analyzed unique data sets from over twenty different state and local agencies. This appendix describes our methodology for processing and analyzing these records.

Interpreting and resolving the idiosyncrasies of towing data from different agencies was labor intensive and often involved back-and-forth communications with agency officials in order to resolve questions about data storage, codes, and abbreviations. This appendix does not attempt to offer a comprehensive review of every agency's data sets. Instead, it provides an overview of how the authors resolved these interpretive issues. Please contact Lawyers' Committee for Civil Rights of the San Francisco Bay Area for details about specific data sets.

DATA PROCESSING: TOWING RECORDS

As described above, the authors submitted CPRA requests for towing records to public agencies throughout the state. In response, a number of agencies responded that they store their towing records in physical files. They refused to produce responsive documents, asserting various CPRA exemptions, including the position that the production of the documents would be unduly burdensome

Moreover, some of the towing data sets that *were* produced could not be analyzed. First, some agencies provided paper records or image files that could not be converted into delimited data files in the timeframe available. Second, many agencies do not track the authority or basis for their tows in the data sets they provided. Finally, some track the authority for certain types of tows, but not others. Because the goal of our analyses was to break the data into categories based on the authority or basis for the tow, we did not process or analyze some of these data sets.

Ultimately, the authors were able to fully process and analyze towing data from nine cities (Berkeley, Chula Vista, Fontana, Fremont, Garden Grove, Huntington Beach, San Diego, San Francisco, and Santa Ana), two counties (Alameda and Riverside), and the California Highway Patrol. Our analysts also reviewed incomplete data sets from other cities, including Fresno and Los Angeles. Each of these agencies stores its towing data in different forms, tracks different types of information, and, most importantly, lists the authority or basis for the tow in different ways. After converting the data sets from these agencies into delimited text files, we sanitized these unique data sets by creating consistent categories for the information tracked in agency-specific records. We also collapsed the data to the level of unique tows, where each row or observation represented the tow of a single vehicle. Variables relevant to our analysis were determined to be: an identifier for a unique tow, the time and date of the tow, and the reason for the tow as specified by a statutory authority code.

Similarly, the authors removed all data related to purely private tows (e.g. vehicles that were not towed as a result of a government order) and all data tracking the seizure of bicycles, boats, and construction equipment. Note that mopeds, motorcycles, vans, RVs and trucks *are* included in the data analyzed. The majority of data analysis was conducted in MS Excel, while data processing steps in certain cases were done using software programs such as SAS and R.

DATA PROCESSING: CATEGORIES AND MAPPING TOW DATA

In order to sanitize the local towing data sets, the authors created **ten** master categories – or types of tows – based on a public agency's authority to seize the vehicle and mapped the towing data sets to these categories. This created a framework to analyze towing practices within and across different jurisdictions. These categories cover every possible statutory authority for government-ordered tows.

1. Flow of Traffic
    - **Definition:** Vehicle towed based on a parking violation that obstructs the flow of traffic, impedes commercial activity or construction, and/or endangers public safety.
    - **Examples:** Vehicle unattended on bridge; vehicle blocking roadway; vehicle blocking handicapped parking spot; vehicle blocking entrance to construction zone.
    - **Statutory Authority:** California Vehicle Code sections 22651(a), 22651(b), 22651(d), 22651(e), 22651(f), 22651(l), 22651(m), 22651(n), 22651(q), 22651(r), 22656.
2. Criminal Investigation
    - **Description:** Vehicle seized and impounded as evidence in a criminal investigation or because the driver was arrested and could not safely leave the vehicle at the place of arrest.
    - **Examples:** DUI tows, drag racing tows, recovery of stolen vehicles, driver arrest.
    - **Statutory Authority:** California Vehicle Code sections 14602.7, 22651(c), 22651(h), 22655.5, 23109.2.
    - **Note:** Driving on a suspended license and driving without proper registration can both be criminal offenses. However, these offenses also create an independent basis for towing the offender's vehicles. Therefore, tows related to these offenses are categorized as License Suspension and Registration Tows, as described below.
3. Abandoned Vehicle
    - **Description:** Vehicle towed based on government authority to seize and impound vehicles that an officer reasonably believes to be abandoned, and vehicles towed after traffic accidents or because the driver was incapacitated.
    - **Examples:** Vehicle abandoned on public road, car accident, driver incapacitated.
    - **Statutory Authority:** California Vehicle Code sections 22651(g), 22660, 22669.
    - **Note:** The Flow of Traffic category (above) and 72-Hour Ordinance category (below) cover tows that do not require that a vehicle be "abandoned" and are therefore distinguishable from this category. Also note that this category was combined into the "Other" category in many of the charts and graphs presented in the report.

4. License Suspension
    - Description: Vehicle towed and/or impounded because driver was unlicensed, driving on a suspended license, or violating the terms of a restricted license.
    - Examples: Unlicensed driver, driving on a suspended license, driving without required BAC ignition lock.
    - Statutory Authority: California Vehicle Code sections 14602.6, 22651(p).
5. Debt Collection
    - **Description**: Vehicles towed because registered owner had five or more outstanding (unpaid) parking citations issued by authorizing agency, or failed to pay parking fee for municipal garage.
    - **Statutory Authority**: California Vehicle Code section 22651(i).
    - **Note**: This category was narrowly drawn to correspond only to tows authorized by section 22651(i). The only addition was for tows based on a failure to pay parking fees for a municipal garage.
6. Registration
    - **Description**: Vehicles towed and/or impounded because its registration was more than six months expired, it was never registered, it was missing license plates, or it had false, forged, or altered registration or license plates.
    - **Statutory Authority**: California Vehicle Code sections 22651(j) and 22651(o).
7. 72-Hour Ordinance
    - **Description**: Vehicle towed because it was "parked or left standing upon a highway for 72 or more consecutive hours in violation of a local ordinance authorizing removal."
    - **Statutory Authority**: California Vehicle Code section 22651(k).

8a. Other (Miscellaneous)

- **Description**: Authority for tow based on preventing public nuisance or another regulatory authority of local government.
- **Statutory Authority**: California Vehicle Code sections 22651(u) (unlicensed dealer offering vehicle for sale) and 22651.5 (vehicle's alarm or horn has been activated for more than twenty minutes).

8b. Other (Indeterminate or Unspecified)

- **Description**: Description of authority for tow in data set insufficient to categorize.
- **Examples**: "REC1030," "REC1085.B." "Towed/Stored," "Electronic Impound," "Vehicle Code," "O."

9. **Multi-Reason (Debt-Collection, Registration, 72-Hour Rule)**
    - **Description**: Data entry references multiple authorities for tow, including at least one authority that can be categorized as Debt-Collection, Registration, or 72-Hour Rule.
    - **Example**: Tow authorized because vehicle's registration had lapsed and because of outstanding parking tickets on file ("SCOF/22651.I-O").
10. **Multi-Reason (Other)**
    - **Description**: Data entry references multiple authorities for tow, but does not reference any authority that could be categorized as Debt-Collection, Registration, or 72-Hour Rule.
    - **Example**: Tow authorized because driver was unlicensed *and* arrested for a DUI.
    - **Note**: This category was combined into the "Other" category in many of the charts and graphs presented in the report.

We then "mapped" the data sets so that every tow was assigned to one of these categories. This was accomplished by first isolating the column in each data set that lays out the reason for the tow – usually described as the "authority" or "offense" – and matching every unique description in every data set to a category based on the guidelines set out above.

Data from some agencies include the specific statutory authority for each tow (e.g. "CVC § 22651(h)), which could be easily mapped to the relevant category. Other data sets, however, listed the offense that triggered the tow, which required an additional step. For example, a number of data sets listed Vehicle Code section 4000(a) as the "offense" for a significant number of tows. This section makes it a citable offense to drive a vehicle that has not been properly registered as required by California's Vehicle Code. This section does not, however, specifically authorize officials to tow the vehicle; that authority is set out in Vehicle Code sections 22651(j) and 22651(o). By reviewing the text of the statute cited as the "offense," however, the authors were able to map the "offense" of violating section 4000(a) tows to the Registration category. The authors also cleaned up obvious typos as part of this mapping process. For example, one agency repeatedly cited to subsections of Vehicle Code section 226651. That code section does not exist, and the agency plainly meant to cite Vehicle Code section 22651.

The Criminal Investigation category includes tows where the only authority or offense limited is a criminal offense – or a citable offense under the Vehicle Code – unrelated to the flow of traffic or any other authority for tow. For example, in a number of data sets, the only authority or offense listed for a tow is Penal Code section 459 (burglary) or Vehicle Code section 20001(a) (hit and run). Without any other information about circumstances that would authorize a tow, the authors assumed that the basis for the tow was the underlying arrest and/or criminal investigation.

The authors also contacted a number of agencies directly in order to get assistance interpreting abbreviations and codes that were frequently listed as the offense or authority for the tow. For example, the Fremont Police Department's towing records uses the abbreviation "OVR" to refer to stolen vehicles that have been recovered and stored through the Outside Vehicle Recovery program. We attempted to contact every agency that used these type of abbreviations, codes, or radio codes to properly interpret the data.

Finally, the authors and analysts deployed two different strategies to map and categorize the data sets that listed multiple offenses or authorities for a single tow. Where multiple-offense tows made up less than 10% of the total data, we used the "Multi-Reason Tow" categories described above and separated out those tows that included one or more of the "poverty tow" reasons discussed in this report. If *more* than 10% of the data set included tows with multiple offenses listed, we conducted a tiered review. First, we filtered out those tows that listed one or more Tier 1 offenses – citations to a specific source of statutory authority for towing a vehicle (e.g. Vehicle Code section 22651(c) – recovery of a stolen vehicle). We then categorized the tow based on that Tier 1 offense or as a Multi-Reason Tow if it listed multiple Tier 1 offenses. For the data entries that remained, we filtered for Tier 2 offenses – violations of the Vehicle Code that necessarily trigger a basis for tow (e.g. Vehicle Code section 4000(a), which, as discussed above, would create authority for a Registration tow). We then categorized the tow based on that Tier 2 offense or as a Multi-Reason Tow if it listed multiple Tier 2 offenses. Last we reviewed the remaining tows, which only listed Tier 3 offenses. We then categorized the tow based on those remaining offenses, which generally included only criminal statutes. If multiple Tier 3 offenses were listed, and they suggested conflicting towing categories, we mapped the tow in one of the Multi-Reason categories.

TOWING ANALYSIS

The towing analysis involved breaking down the count of unique tows by different categories of towing reason (as specified above). This enabled an examination of the distribution of tows and the particular reasons cited by the specific towing authority across different cities and counties of California. In particular, tows could be identified as "poverty tows" where the motivating reason was unpaid parking tickets, lapsed registration, and 72-hour ordinances.

In addition to finding the number of tows for each reason in each city's data, the count of unique tows was further broken out by year. This allows for an examination of how towing activity trends differ across years as well as provide a more valid comparison across cities that have provided towing data for varying time spans.

DATA PROCESSING: LIEN SALE RECORDS

As explained above, very few agencies provided any lien sale data. In fact, we only received data sets with lien sale information from San Francisco, San Diego, Riverside County, and Modesto. Unfortunately, the data from the City of Modesto was provided in hard copy, and our analysts were not able to process these records into delimited text files. For San Francisco, San Diego, and Riverside County, the Authors reviewed the data sets and identified columns tracking (1) whether the vehicle was released to its owner, repossessed by the "legal owner," or sold at lien sale, (2) the sale price for the vehicle, and (3) the amount of fees that the vehicle had accrued. As with the towing records, we also made a number of phone calls to public agencies to confirm that we were properly interpreting these data sets.[136]

LIEN SALE ANALYSIS

In cases where the data was available, the final outcome of a towed vehicle was analyzed. This involved identifying whether a vehicle was returned to the owner for a particular fee amount or if the car was sold by the towing authority (or a contracted towing company) at an auction or at market.

The proportion of vehicles released to the owner versus those sold were once again broken down by tow reason, with the aim of identifying which reasons were seen to be more frequently associated with a particular outcome of the vehicle. This analysis was also broken out across different years of observation.

In addition, the average amount of fees due was analyzed independently for released and sold cars, again broken out by reason category. This particular exhibit helped isolate reasons associated with larger fee amounts collected in all outcomes involving a towed vehicle. While the fees due for a released car refers to the amount required to be paid for an owner to retrieve his or her car, fees due for a sold car typically involved fees accumulated over time due to storage reasons. In certain cases, such as San Diego, the average sale price of towed vehicles by reason category was also provided.

METHODOLOGY FOR LOS ANGELES TOWING ANALYSIS

As described above, the Los Angeles Police Commission was the only agency in the City of Los Angeles to produce responsive data. The Commission produced monthly reports submitted by the City's 19 Official Police Garages (OPG Reports) for a three-year period. However, during our research phase, the Commission failed to produce approximately 300 of these reports, which covered random months during the three year period.[137]

After processing the reports that *were* provided and converting them into a delimited text file, we conducted a manual review to remove redundant or duplicative reports. Next, in order to approximate data from the missing reports, we calculated the average number of vehicles impounded in each garage for a given year. We then used these monthly averages to make up for any missing monthly and to make projections for annual estimates, for each garage and for the city as a whole.[138]

APPENDIX D: STATEWIDE PROJECTIONS – METHODS AND FINDINGS

Of the 12 jurisdictions with tow-level data, 2 are counties (Riverside and Alameda), 1 is the California Highway Patrol, and 1 (Fremont) does not have a year variable. For the eight remaining cities, data were typically spanned mid-2015 to mid-2018, therefore this analysis focuses on the years 2016 and 2017. However, for Berkeley and San Francisco, 2017 data were only available for 5 and 3 months respectively. Therefore, we estimated the full year towing counts for these two cities in 2017 by taking the average towing counts per month and multiplying that by 12 in order to estimate a full year.

We then calculate and define towing rates in a particular year as the number of vehicles towed in that year divided by the number of vehicles registered in 2018.[139]

$$Towing\ Rate\ in\ year\ T\ in\ city = \frac{Number\ of\ vehicles\ towed\ in\ year\ T\ in\ city}{Number\ of\ vehicles\ registered\ in\ 2018\ in\ city}$$

In 2016, this value ranged from a low of 0.57 percent (Fontana) to a high of 9.17 percent (San Francisco). The lowest rate in 2017 was 0.36 percent (Fontana) and the highest was 6.87 percent (San Francisco).

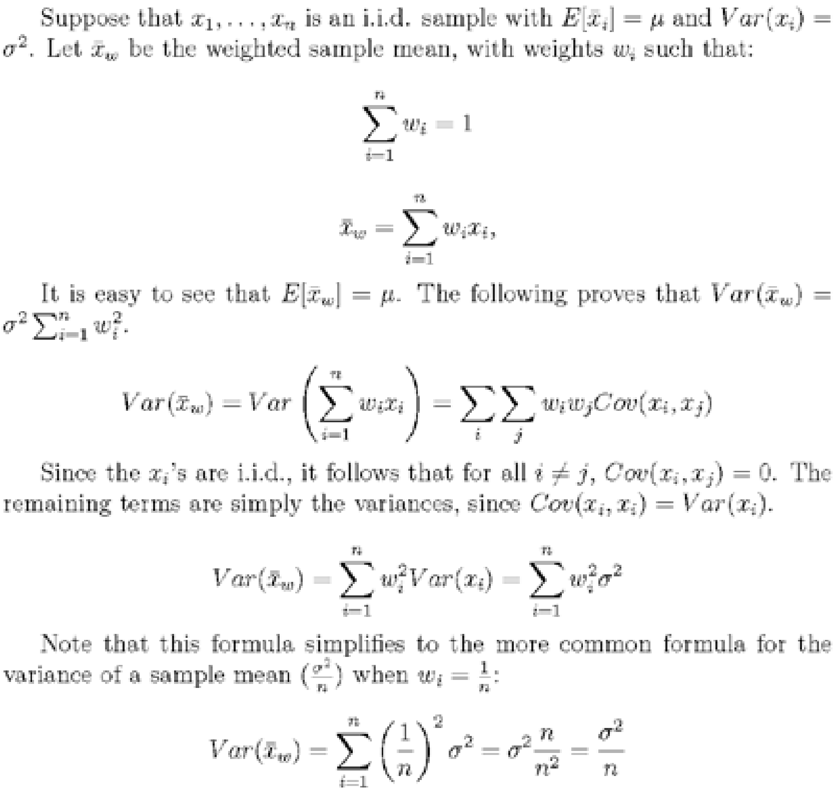
For 2016, the simple and weighted average of these rates across the eight cities were 2.93 percent and 3.24 percent, respectively. The weighted average scales towing rates according to the city's number of registered vehicles. Applying these average tow rates to the number of cars registered in California in 2018 yields estimates of annual tows in California of 886,014 and 979,858, respectively.

$886{,}014 = 2.93\% \times 30{,}228{,}340$

$979{,}858 = 3.24\% \times 30{,}228{,}340$

Taking the city as the unit of observation, and assuming that (i) towing rates in California are similar across cities and that (ii) the sample of cities we study here was randomly selected, we can estimate a confidence interval for the towing rate.[140] Under these assumptions, a 90 percent confidence interval around the simple average suggests that the number of cars towed across the state in 2018 was between 305,037 and 1,466,992.[141] Similarly, a 90% confidence interval around the weighted average suggests that the number of cars towed across the state was between 192,100 and 1,767,615 in 2018. These confidence intervals use critical values from a t distribution due to the small sample (n=8).[142]

FORMULA: VARIANCE OF A WEIGHTED MEAN



Suppose that $x_1,\ldots,x_n$ is an i.i.d. sample with $E[\bar{x}_i]=\mu$ and $Var(x_i)=\sigma^2$. Let $\bar{x}_w$ be the weighted sample mean, with weights w_i such that:

$$\sum_{i=1}^{n} w_i = 1$$

$$\bar{x}_w = \sum_{i=1}^{n} w_i x_i,$$

It is easy to see that $E[\bar{x}_w]=\mu$. The following proves that $Var(\bar{x}_w)=\sigma^2\sum_{i=1}^{n} w_i^2$.

$$Var(\bar{x}_w) = Var\left(\sum_{i=1}^{n} w_i x_i\right) = \sum_i \sum_j w_i w_j Cov(x_i, x_j)$$

Since the x_i's are i.i.d., it follows that for all $i \neq j$, $Cov(x_i,x_j)=0$. The remaining terms are simply the variances, since $Cov(x_i,x_i)=Var(x_i)$.

$$Var(\bar{x}_w) = \sum_{i=1}^{n} w_i^2 Var(x_i) = \sum_{i=1}^{n} w_i^2 \sigma^2$$

Note that this formula simplifies to the more common formula for the variance of a sample mean ($\frac{\sigma^2}{n}$) when $w_i=\frac{1}{n}$:

$$Var(\bar{x}_w) = \sum_{i=1}^{n} \left(\frac{1}{n}\right)^2 \sigma^2 = \sigma^2 \frac{n}{n^2} = \frac{\sigma^2}{n}$$

For 2017, the simple and weighted average of these rates across the eight cities 2.65 percent and 2.86 percent respectively. The 90 percent confidence interval around the simple average suggests that the number of cars towed across the state in 2018 was between 369,545 and 1,234,011. Similarly, a 90% confidence interval around the weighted average suggests that the number of cars towed across the state was between 324,357 and 1,406,411 in 2018. The analyses underlying the 2016 and 2017 statewide projections are set out in full below.

STATEWIDE ANALYSIS (2016)

TOWING COUNTS BY CATEGORY (2016)

REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	TOTAL
Multi-Reason Low Income	0	0	26	0	30	92	0	0	148
Multi-Reason Other	0	0	432	0	31	4	0	0	467
Registration/Debt Collection	0	0	0	0	0	0	0	359	359
Other	18	14	2	24	196	2	77	207	540
Abandoned Vehicle	23	40	0	24	8	10	484	917	1,506
Debt Collection	74	1	0	0	15	69	1,346	1,725	3,230
72 Hour Ordinance	486	344	0	189	203	2	2,144	887	4,255
Unspecified	60	0	0	240	5,326	13	0	2	5,641
License Suspension	296	708	543	96	114	181	3,160	1,479	6,577
Registration	492	947	6	327	648	796	5,107	1,538	9,861
Criminal Investigation	352	721	26	961	420	382	4,030	3,679	10,571
Flow of Traffic	968	154	2	120	167	27	5,206	31,571	38,215
TOTAL	**2,769**	**2,929**	**1,037**	**1,981**	**7,158**	**1,578**	**21,554**	**42,364**	**81,370**

NOTE(S):

[1] Though data are available for 4 other jurisdictions, they were removed from the statewide analysis due to them being county-level data (Alameda, Riverside), the California Highway Patrol, or lacking a year indicator (Fremont).

TOWING RATES AND COUNTS (2016)

	PERCENT TOWED OUT OF REGISTERED VEHICLES [# of Tows / Registered Vehicles]								**OVERALL TOW RATE**					**OVERALL TOW COUNTS** [Tow Rate *Vehicles Registered in CA]				
REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	MAX	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	Max
Multi-Reason Low Income	0.00%	0.00%	0.01%	0.00%	0.02%	0.04%	0.00%	0.00%	0.01%	0.01%	0.00%	0.00%	0.04%	2,577	1,782	0	0	10,986
Multi-Reason Other	0.00%	0.00%	0.24%	0.00%	0.02%	0.00%	0.00%	0.00%	0.03%	0.02%	0.00%	0.00%	0.24%	9,693	5,624	0	0	71,564
Registration/Debt Collection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.08%	0.01%	0.01%	0.00%	0.00%	0.08%	2,937	4,323	0	0	23,494
Other	0.03%	0.01%	0.00%	0.02%	0.12%	0.00%	0.01%	0.04%	0.03%	0.02%	0.00%	0.01%	0.12%	8,279	6,503	239	3,791	34,788
Abandoned Vehicle	0.03%	0.02%	0.00%	0.02%	0.00%	0.00%	0.05%	0.20%	0.04%	0.06%	0.00%	0.02%	0.20%	12,232	18,135	0	5,580	60,012
Debt Collection	0.10%	0.00%	0.00%	0.00%	0.01%	0.03%	0.13%	0.37%	0.08%	0.13%	0.00%	0.02%	0.37%	24,396	38,896	0	5,451	112,890
72 Hour Ordinance	0.69%	0.17%	0.00%	0.14%	0.12%	0.00%	0.21%	0.19%	0.19%	0.17%	0.00%	0.15%	0.21%	57,173	51,239	0	46,057	63,024
Unspecified	0.08%	0.00%	0.00%	0.18%	3.13%	0.01%	0.00%	0.00%	0.42%	0.22%	0.00%	0.00%	3.13%	128,231	67,929	0	842	945,301
License Suspension	0.42%	0.34%	0.30%	0.07%	0.07%	0.07%	0.31%	0.32%	0.24%	0.26%	0.07%	0.30%	0.32%	71,596	79,200	20,234	91,421	96,791
Registration	0.70%	0.46%	0.00%	0.24%	0.38%	0.31%	0.50%	0.33%	0.37%	0.39%	0.00%	0.36%	0.50%	110,384	118,746	994	107,832	150,123
Criminal Investigation	0.50%	0.35%	0.01%	0.70%	0.25%	0.15%	0.39%	0.80%	0.39%	0.42%	0.01%	0.37%	0.80%	119,070	127,296	4,307	111,866	240,768
Flow of Traffic	1.37%	0.07%	0.00%	0.09%	0.10%	0.01%	0.51%	6.84%	1.12%	1.52%	0.00%	0.09%	6.84%	339,448	460,185	331	28,119	2,066,125
TOTAL	**3.92%**	**1.41%**	**0.57%**	**1.45%**	**4.20%**	**0.62%**	**2.10%**	**9.17%**	**2.93%**	**3.24%**	**0.57%**	**1.77%**	**9.17%**	**886,014**	**979,858**	**171,787**	**536,329**	**2,772,459**

										Total Registered in CA
# of Registered Vehicles	2,510,242	70,654	207,038	182,475	136,386	170,312	253,150	1,028,329	461,898	30,228,340
Registered Vehicles as a % of CA	8.304%	0.23%	0.68%	0.60%	0.45%	0.56%	0.84%	3.40%	1.53%	
Number of Tows, if City Rate Represents All of CA [City Tow Rate * Registered Vehicles in CA]		1,184,678	427,645	171,787	439,065	1,270,459	188,427	633,593	2,772,459	7,088,114

STATEWIDE ANALYSIS (2016)

90% CONFIDENCE INTERVAL OF THE SIMPLE AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02869
Sample Size [n]		8
Calculated Confidence [t * (s/sqrt(n))]		0.019220
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Simple Average ± .019]	1.01%	4.85%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	305,037	1,466,992

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

90% CONFIDENCE INTERVAL OF THE WEIGHTED AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02869
Sum of weights^2		0.47938933
Calculated Confidence [t * (s*sqrt(sum of weights^2))]		0.026060
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Weighted Average ± .026]	0.64%	5.85%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	192,100	1,767,615

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

STATEWIDE ANALYSIS (2017)

TOWING COUNTS BY CATEGORY (2017)

REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	TOTAL
Multi-Reason Low Income	0	0	24	0	32	120	0	0	176
Registration/Debt Collection	0	0	0	0	0	0	0	276	276
Multi-Reason Other	0	0	243	0	27	7	0	0	277
Other	29	12	0	74	211	4	67	76	473
Abandoned Vehicle	24	46	0	26	6	14	490	756	1,362
Debt Collection	125	2	0	0	21	86	908	1,792	2,934
72 Hour Ordinance	379	389	0	213	231	5	2,348	840	4,405
Unspecified	12	1	0	273	4,663	14	0	0	4,963
License Suspension	286	711	365	112	101	261	3,057	3,536	8,429
Criminal Investigation	329	636	15	1,162	442	402	3,776	2,228	8,990
Registration	588	997	10	428	642	1,086	5,633	1,352	10,736
Flow of Traffic	982	172	0	147	211	30	6,442	20,860	28,844
TOTAL	**2,753**	**2,966**	**657**	**2,435**	**6,587**	**2,029**	**22,721**	**31,716**	**71,864**

NOTE(S):

[1] Though data are available for 4 other jurisdictions, they were removed from the statewide analysis due to them being county-level data (Alameda, Riverside), the California Highway Patrol, or lacking a year indicator (Fremont).

[2] For Berkeley and San Francisco, data were only available for 5 and 3 months, respectively. An estimation of a full year of tows for these two cities is created by taking the numbers of cars towed, divided by the number of available months of data, and multiplied by 12 to estimate a full year.

TOWING RATES AND COUNTS (2017)

PERCENT TOWED OUT OF REGISTERED VEHICLES [# of Tows / Registered Vehicles]

REASON CATEGORY	BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO
Multi-Reason Low Income	0.00%	0.00%	0.01%	0.00%	0.02%	0.05%	0.00%	0.00%
Registration/Debt Collection	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.06%
Multi-Reason Other	0.00%	0.00%	0.13%	0.00%	0.02%	0.00%	0.00%	0.00%
Other	0.04%	0.01%	0.00%	0.05%	0.12%	0.00%	0.01%	0.02%
Abandoned Vehicle	0.03%	0.02%	0.00%	0.02%	0.00%	0.01%	0.05%	0.16%
Debt Collection	0.18%	0.00%	0.00%	0.00%	0.01%	0.03%	0.09%	0.39%
72 Hour Ordinance	0.54%	0.19%	0.00%	0.16%	0.14%	0.00%	0.23%	0.18%
Unspecified	0.02%	0.00%	0.00%	0.20%	2.74%	0.01%	0.00%	0.00%
License Suspension	0.40%	0.34%	0.20%	0.08%	0.06%	0.10%	0.30%	0.77%
Criminal Investigation	0.47%	0.31%	0.01%	0.85%	0.26%	0.16%	0.37%	0.48%
Registration	0.83%	0.48%	0.01%	0.31%	0.38%	0.43%	0.55%	0.29%
Flow of Traffic	1.39%	0.08%	0.00%	0.11%	0.12%	0.01%	0.63%	4.52%
TOTAL	**3.90%**	**1.43%**	**0.36%**	**1.79%**	**3.87%**	**0.80%**	**2.21%**	**6.87%**

REASON CATEGORY	OVERALL TOW RATE					OVERALL TOW COUNTS [Tow Rate * Vehicles Registered in CA]				
	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	MAX	AVERAGE (SIMPLE)	AVERAGE (WEIGHTED)	MIN	MEDIAN	MAX
Multi-Reason Low Income	0.01%	0.01%	0.00%	0.00%	0.05%	2,998	2,119	0	0	14,329
Registration/Debt Collection	0.01%	0.01%	0.00%	0.00%	0.06%	2,258	3,324	0	0	18,062
Multi-Reason Other	0.02%	0.01%	0.00%	0.00%	0.13%	5,735	3,336	0	0	40,255
Other	0.03%	0.02%	0.00%	0.01%	0.12%	9,418	5,693	0	3,472	37,450
Abandoned Vehicle	0.04%	0.05%	0.00%	0.02%	0.16%	11,170	16,401	0	6,239	49,475
Debt Collection	0.09%	0.12%	0.00%	0.02%	0.39%	26,456	35,329	0	6,998	117,275
72 Hour Ordinance	0.18%	0.18%	0.00%	0.17%	0.23%	53,979	53,047	0	51,091	69,021
Unspecified	0.37%	0.20%	0.00%	0.00%	2.74%	111,886	59,764	0	909	827,627
License Suspension	0.28%	0.34%	0.06%	0.25%	0.77%	85,206	101,497	17,926	75,164	231,409
Criminal Investigation	0.36%	0.36%	0.01%	0.34%	0.85%	109,602	108,255	2,485	101,928	257,544
Registration	0.41%	0.43%	0.01%	0.40%	0.55%	123,918	129,283	1,657	121,813	165,585
Flow of Traffic	0.86%	1.15%	0.00%	0.12%	4.52%	259,152	347,335	0	35,015	1,365,157
TOTAL	**2.65%**	**2.86%**	**0.36%**	**2.00%**	**6.87%**	**801,778**	**865,384**	**108,837**	**603,793**	**2,075,614**

		BERKELEY	CHULA VISTA	FONTANA	GARDEN GROVE	HUNTINGTON BEACH	SANTA ANA	SAN DIEGO	SAN FRANCISCO	Total Registered in CA
# of Registered Vehicles	2,510,242	70,654	207,038	182,475	136,386	170,312	253,150	1,028,329	461,898	30,228,340
Registered Vehicles as a % of CA	8.304%	0.23%	0.68%	0.60%	0.45%	0.56%	0.84%	3.40%	1.53%	
Number of Tows, if City Rate Represents All of CA [City Tow Rate * Registered Vehicles in CA]		1,177,748	433,047	108,837	539,689	1,169,114	242,280	667,897	2,075,614	6,414,226

STATEWIDE ANALYSIS (2017)

90% CONFIDENCE INTERVAL OF THE SIMPLE AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02135
Sample Size [n]		8
Calculated Confidence [t * (s/sqrt(n))]		0.014299
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Simple Average ± .014]	1.22%	4.08%
Confidence Interval (**Count**) [Rate * Registered Vehicles in CA]	369,545	1,234,011

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

90% CONFIDENCE INTERVAL OF THE WEIGHTED AVERAGE

INPUTS		
T-test Reliability Coefficient [t]		1.895
Standard Deviation of City Tow Rates [s]		0.02135
Sum of weights^2		0.44254386
Calculated Confidence [t * (s*sqrt(sum of weights^2))]		0.017898
CALCULATIONS	Lower Bound	Upper Bound
Confidence Interval (**Rate**) [Weighted Average ± .017]	1.07%	4.65%
Confidence Interval **(Count)** [Rate * Registered Vehicles in CA]	324,357	1,406,411

SOURCE(S):
Wayne W. Daniel. *Biostatistics: A Foundation for Analysis In the Health Sciences*. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

ENDNOTES

1 Board of Governors of the Fed. Reserve Sys., *Report on the Economic Well-Being of U.S. Households in 2017*, at 21 (2018), *available at* https://www.federalreserve.gov/publications/files/2017-report-economic-well-being-us-households-201805.pdf.

2 The average fees and range of fees presented in this table are based on an analysis of fees in seven cities (Sacramento, San Francisco, San Diego, Modesto, Los Angeles, San Jose, Garden Grove).

3 Some cities charge both an administrative fee – collected at the tow yard – and a "release fee" collected by the police department or transit authority before the owner can retrieve their vehicle from the tow yard.

4 Studies suggest that the three days is the average amount of time it takes a driver to recover their vehicle. Dianne Kelley, Sharon Muravez, Regi Block, Hilda Dallal & Ronnie Dann-Honor, 2016 – 2017 Los Angeles County Civil Grand Jury, *Tows and Impounds, Part A: Impound Practices In Twelve Select Cities, in 2016 – 2017 Los Angeles County Civil Grand Jury, Final Report* 194 (2017).

5 Los Angeles: https://ladot.lacity.org/what-we-do/parking/parking-tickets ("The average ticket is $68 Late fees typically double the cost of a parking ticket.") Modesto: In a phone interview with an employee at the Modesto City Clerk's office on March 4, 2019 these figures were given as the average price of a "basic parking citation" and the standard late fee. Berkeley: https://www.cityofberkeley.info/parkingcitations/ (The average ticket cost was calculated by taking the average of all parking violations, excluding the disabled placard violations. Parking ticket late fees in Berkeley start at $30 after 30 days, and are then raised to $80 after 49 days.).

6 *See* Cal. Lab. Code § 1182.12(b)(1)(C) (2017).

7 http://www.opgla.com/rates.aspx. Fee assumes standard vehicle and payment by credit card.

8 Listed storage fee includes the ten percent Parking Occupancy Tax. *See* Los Angeles Municipal Code § 21.15.1 et seq.

9 A driver may also be forced to pay a lien sale initiation fee of $70 (or $100 for a high-value vehicle) even if they recover their vehicle.

10 $120 is the minimum amount charged for a vehicle release from the Modesto Police Department. This is the amount charged for the release of vehicles towed because they were illegally parked or "abandoned." Modesto's release fees are substantially higher in other situations. They charge $160 for a release after a tow based on lapsed registration or driving without a license, and $250 for a tow related to driving on a suspended license or an arrest. Finally, the charge a $450 release fee for DUI tows. These fees are not listed online, but were reported in a phone call to the Modesto Police Department Traffic Unit on March 4, 2019.

11 http://www.sjpd.org/records/fees_public_safety.asp. The driver is also charged for "[a]ny additional tow handling charges." A driver may also be forced to pay a lien sale initiation fee of $70 (or $100 for a high-value vehicle) even if they recover their vehicle.

12 Fee assumes the impounded vehicle is stored outdoors. Vehicles stored indoors may be charged $95 each day.

13 Bryan Anderson, *Drivers are fed up with the DMV. So are California lawmakers*, Sacramento Bee, July 30, 2018, https://www.sacbee.com/article215605210.html.

14 *See, e.g.*, https://bakersfieldcity.us/gov/depts/police/traffic/vehicle_releases.htm (Bakersfield offices closed on weekends); http://ww1.stocktonca.gov/Departments/Police/Contact-Us/Contact-and-Hours-of-Service (Stockton offices closed on weekends and every other Friday); https://www.cityofredding.org/departments/police-department/about-the-police-department/frequently-asked-questions (follow "My car was towed. How do I find out where it is, and how do I get it back?") (Redding vehicle releases only available during normal business hours).

15 Diane Kelley *et al.*, *supra note* 4, at 195.

16 Overnight market rate parking costs were calculated by averaging the costs of overnight parking in all private garages and lots within a 3.5-mile radius of the city impound lot(s) for which data was available, drawing on city websites, Parkopedia, and Google Maps.

17 Cal. Veh. Code § 22850.5.

18 Jill Cornfield, *Bankrate Survey: Just 4 in 10 Americans have savings they'd rely on in an emergency*, BANKRATE (Jan. 12, 2017), https://www.bankrate.com/finance/consumer-index/money-pulse-0117.aspx.

19 *See* Appendix C for an explanation of the methodology used to make these estimates.

20 Cal. Veh. Code § 3072. The notice period is longer for vehicles valued more than $4000. Cal. Veh. Code §3071. *See* Appendix A for a detailed explanation of the notice requirements for lien sales.

21 This assumes a light-duty vehicle with a fair market value between $500 and $4,000 that was transferred to the City's auxiliary, long-term storage lot. The City's current policy is to transfer all vehicles to the long-term storage lot during the first thirty days of storage.

22 https://www.sfmta.com/sites/default/files/reports-and-documents/2018/07/autoreturn_notice_towing_and_storage_fees_2018-07-11.pdf.

23 This chart assumes a light-duty vehicle valued between $500 and $4,000, the most common value bracket. The chart also assumes that the vehicle owner does not qualify for a fee waiver.

24 This chart assumes a light-duty vehicle valued between $500 and $4,000, the most common value bracket. The chart also assumes that the vehicle owner does not qualify for a fee waiver.

25 San Francisco's auction fee is variable based on the purchase price of the vehicle. Because the average sale price for all vehicles sold at lien sale in San Francisco is approximately $700, this chart assumes a sale price between $500 and $999.99.

26 Cal. Veh. Code §§ 22850.5, 22851.1; 22651.07; Cal. Civ. Code § 3073.

27 The Pew Charitable Trusts, *The Role of Emergency Savings in Family Financial Security: How Do Families Cope With Financial Shocks?* 2 (2015), available at https://www.pewtrusts.org/-/media/assets/2015/10/emergency-savings-report-1_artfinal.pdf.

28 Board of Governors of the Fed. Reserve Sys., *supra* note 1, at 1.

29 The Pew Charitable Trusts, *supra* note 27, at 2.

30 Paul M. Ong, *Car Ownership and Welfare-To-Work* 3 (2001), citing Paul Ong & Evelyn Blumenberg, *The Transportation Welfare Nexus: Getting Welfare Recipients to Work* 24-35 (1999), available at https://escholarship.org/uc/item/3rs6p4gb.

31 *Id*. at 17–18.

32 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 250, 258-262 (2005).

33 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade, *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients* 3 (The Urban Institute eds., 2014).

34 Tami Gurley and Donald Bruce, *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 250, 262 (2005).

35 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade, *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients* 53 (The Urban Institute eds., 2014). *See also, 2011 Evaluation of the National Ways to Work Program* v (ICF International eds., 2011) (finding that 94% of low-income workers who received cars as part of a public assistance project reported that their new car helped to maintain or improve their employment circumstances).

36 ICF International, *Evaluation of the National Ways to Work Program* v, (2011).

37 *Id*.

38 William A. V. Clark & Wenfei Winnie Wang, *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, 31 Urban Geography, 534 (2010).

39 Evelyn Blumenberg & Gregory Pierce *The Drive to Work: The Relationship between Transportation Access, Housing Assistance, and Employment among Participants in the Welfare to Work Voucher Program*,Journal of Planning Education and Research, p. 69(2017).

40 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients*, (The Urban Institute), p. 2 (2014).

41 Steven Raphael & Lorien Rice *Car Ownership, Employment, and Earnings*, 52 Journal of Urban Economics, 111, (2002)

42 William A. V. Clark & Wenfei Winnie Wang *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, 31 Urban Geography, 535 (2010).

43 Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients*, 2 The Urban Institute, 55, (2014).

44 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics, 265(2005).

45 According to the California Workers Survey, the "gig economy" is defined as as "being paid for performing miscellaneous tasks or providing services for others, such as shopping, delivering household items, assisting

with childcare, or driving for a ride-hailing app" Alex Vandermaas-Peeler, Daniel Cox, Maxine Najle, PhD, Molly Fisch-Friedman, Rob Griffin, PhD &Robert P. Jones, PhD, *California Workers Survey*, August 28, 2018. See also: Annette Bernhardt & Sarah Thomason ,*What do we know about Gig Work in California*, UC Berkeley Center for Labor Research and Education, (2017). distinguishing between traditional independent contractor work like freelance work with "platform work" based on work sourced from an online application.

46 Lawyers' Committee for Civil Rights *et al.*, *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System 2* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf.

47 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 262 (2005).

48 Tami Gurley & Donald Bruce *The Effects of Car Access on Employment Outcomes for Welfare Recipients*, 58 Journal of Urban Economics 262 (2005).; see also Evelyn Blumenberg & Gregory Pierce, *The Drive to Work: The Relationship between Transportation Access, Housing Assistance, and Employment among Participants in the Welfare to Work Voucher Program*, Journal of Planning Education and Research, at 68 (2017).

49 Nancy McGuckin *Travel to School in California:Findings of from the California-National Household Travel Survey*," at 12, (2013).

50 *Id*. at 10.

51 *Id*. at 9. According to the study, children from higher-income families who lived within two miles of school were more likely to arrive at school in a private vehicle than children from lower income families. But even amongst lower-income families (making less than $25,000 per year), more than 36% of all students arrived by private vehicle. Id. at 21.

52 ICF International, *Evaluation of the National Ways to Work Program*, at iv, (2011).

53 Pieter Gautier & Yves Zenou, *Car Ownership and the Labor Market of Ethnic Minorities*, 67Journal of Urban Economics 393(2009).

54 U.S. Department of Transportation, *Mobility Challenges for Households in Poverty*, National Household Travel Survey, at 3, (2014).

55 Fang Zhao & Thomas Gustafson, *Transportation Needs of Disadvantaged Populations: Where, When, and How?* (FTA Report No. 0030), at 14 (2013).

56 *Id*. at 17.

57 The Section 8 Voucher, or "Housing Choice Voucher Program" provides rental assistance to tenants. A tenant seeks out a private landlord that is willing to accept the voucher, and then the tenant pays roughly 30% of their income in rent, and the Voucher covers the remainder of the rent. Evelyn Blumenberg, Gregory Pierce, Michael Smart, Casey Dawkins, Jae Sik Jeon, Eli Knaap, Rolf Pendall, Christopher Hayes, Arthur George & Zach McDade *Driving to Opportunity: Understanding the Links Among Transportation Access, Residential Outcomes, and Economic Opportunity for Housing Voucher Recipients, The Urban Institute*, 4 (2014).

58 *Id.* at 22.

59 *Id.* at 23-24.

60 *Id.* at 56.

61 Los Angeles County Homeless Services Authority, *2018 Greater Los Angeles Homeless Count Presentation*, 13 (2018).

62 Los Angeles County Homeless Services Authority, *2018 Greater Los Angeles Homeless County-Data Summary-Vehicles, Tents, and Makeshift Shelters by Geographic Area*, 2 (2018).

63 Jane Carlen, Patrick Burns, & Daniel Flaming, *Escape Routes: Meta-Analysis of Homelessness in LA*, Economic Roundtable, 5 (2018).

64 *Id*.

65 *Id*.

66 Cal. Veh. Code § 22651(i)(1).

67 Cal. Veh. Code § 22651(o)(1)(A).

68 Cal. Veh. Code § 22651(o)(3)(A).

69 Cal. Veh. Code § 22651(k).

70 See Chapter V.

71 The "Flow of Traffic" category refers to vehicles towed based on a parking violation that obstructs the flow of traffic, impedes commercial activity or construction, and/or endangers public safety. Appendix C offers a methodology for this analysis and a detailed explanation of each of the categories used in this analysis.

72 Josh Slowiczek, *The East Bay's Tow Hustle*, East Bay Express, Nov. 14, 2018, https://www.eastbayexpress.com/oakland/the-east-bays-tow-hustle/Content?oid=22699510&storyPage=3.

73 Lawyers' Committee for Civil Rights *et al., Paying More for Being Poor: Bias and Disparity in California's Traffic Court System 7-8* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf.

74 *Id.*

75 *Id.* at 21-22; Beth A. Colgan, *Graduating Economic Sanctions According to Ability to Pay*, 103 Iowa L. Rev. 53 (2017).

76 Cal. Veh. Code § 4760.

77 *Id.*

78 Cal. Veh. Code §§ 2810(e), 2814.2(c).

79 Cal. Gov. Code §§ 12419.2-3, 12419.5, 12419.7-12; Cal. Dep't of Gen. Serv., State Administrative Manual § 8790 (2011), available at https://www.documents.dgs.ca.gov/sam/SamPrint/new/sam_master/sam_master_file/chap8700/8790.pdf; https://www.ftb.ca.gov/individuals/Interagency_Intercept_Collections/index.shtml.

80 Cal. Veh. Code § 40220.

81 *Id.*

82 *Timbs v. Indiana*, No. 17-1091, 2019 WL 691578, at *4 (U.S. Feb. 20, 2019).

83 *Id.* at *5.

84 *See* e.g., Lawyers' Committee for Civil Rights of the San Francisco Bay Area *et al., Paying More for Being Poor: Bias and Disparity in California's Traffic Court System* (2017); Back on the Road California Coalition, *Stopped, Fined, and Arrested: Racial Bias in Policing and Traffic Courts in California* (2016); Lawyers' Committee for Civil Rights of the San Francisco Bay Area *et al., Not Just a Ferguson Problem: How Traffic Courts Drive Inequality in California* (2015). The Fines and Fees Justice Center maintains an online library of information about efforts to reform fines and fees in the legal system. See Fines and Fees Justice Center, https://finesandfeesjusticecenter.org/ (last visited March 12, 2019).

85 Josh Slowiczek, *The East Bay's Tow Hustle*, East Bay Express, Nov. 14, 2018, https://www.eastbayexpress.com/oakland/the-east-bays-tow-hustle/Content?oid=22699510 (last accessed Mar. 8, 2019).

86 *See* e.g., Farida Jhabvala Romero, *In Menlo Park, Many Lose Cars After Driving with Suspended License*, KQED News, Aug. 5, 2015, https://www.kqed.org/news/10566848/in-menlo-park-many-lose-cars-after-driving-with-suspended-license (last accessed Mar. 8, 2019).

87 *See* Healthy Streets Operation Center, Presentation to San Francisco Board of Supervisors Public Safety and Neighborhood Services Committee at 20 (paginated 39 in presentation series), Feb. 28, 2019, https://sfgov.legistar.com/View.ashx?M=F&ID=7066052&GUID=B497EA11-AEE1-4CF4-AF2C-3F2CAF114F99 ("HSOC resolved 3 vehicular encampments since Nov. 2018."); *see also* https://www.sfmta.com/blog/san-francisco-parking-tips-72-hour-rule ("Enforcement of the 72-hour rule is driven by complaints.").

88 *See* e.g., Kevin Fagan, *SF family's RV was their home. Then it got towed*, San Francisco Chronicle, Aug. 11, 2017, https://www.sfchronicle.com/bayarea/article/SF-family-s-RV-was-their-home-Then-it-got-11749152.php (last accessed Mar. 12, 2019).

89 Lawyers' Committee for Civil Rights *et al.*, *Paying More for Being Poor: Bias and Disparity in California's Traffic Court System* (2017), https://www.lccr.com/wp-content/uploads/LCCR-Report-Paying-More-for-Being-Poor-May-2017.pdf; Joel Rubin & Ben Poston, "L.A. County deputies stopped thousands of innocent Latinos on the 5 Freeway in hopes of their next drug bust," Los Angeles Times, Oct. 4, 2018, https://www.latimes.com/local/lanow/la-me-sheriff-latino-drug-stops-grapevine-20181004-htmlstory.html (last accessed Mar. 12, 2019).

90 Steven Raphael & Michael A. Stoll, *Can Boosting Minority Car-Ownership Rates Narrow Inter-Racial Employment Gaps?*, Brookings-Wharton Papers on Urban Affairs: 2001 at 99, 101. Research shows that Latinx households are more than twice as likely as white households not to have access to a car; African-American households are over four times as likely not to have car access.

91 Pieter A. Gautier & Yves Zenou, *Car ownership and the labor market of ethnic minorities*, 67 J. Urb. Econ. 392, 393 (2009).

92 *See* Metro Customer Survey Results (2012), http://media.metro.net/projects_studies/research/images/infographics/metro_infographic_02.pdf; see also Improving *Los Angeles Public Transportation is a Civil Rights Issue*, Pacific Standard, Jan. 26, 2017, https://psmag.com/news/improving-los-angeles-public-transportation-is-a-civil-rights-issue (last accessed Mar. 12, 2019).

93 *See, e.g.*, Paul Ong, *Car Ownership and Welfare-to-Work*, UC Berkeley: University of California Transportation Center at 5 (2001), https://escholarship.org/uc/item/81v246mr (citing research that many employers avoid recruiting in low-income, minority communities).

94 Peter Hecht, *King City police accused of targeting undocumented workers in towing scandal*, The Sacramento Bee, Mar. 18, 2014, https://www.sacbee.com/news/politics-government/article2593312.html (last accessed Mar. 12, 2019).

95 *Id*.

96 *Id*.

97 Amy Larson, King City Must Pay $1.2 Million for Police Car Towing Scheme, KSBW8 News, Feb. 22, 2016, https://www.ksbw.com/article/king-city-must-pay-1-2-million-for-police-car-towing-scheme/1296534.

98 Michael B. Sauter, *Faces of Poverty: What Racial, Social Groups Are More Likely to Experience It?*, USA Today, Oct. 10, 2018, https://www.usatoday.com/story/money/economy/2018/10/10/faces-poverty-social-racial-factors/37977173/.

99 Hans Johnson & Sergio Sanchez, *Immigrants in California*, Public Policy Institute of California (May 2018) https://www.ppic.org/publication/immigrants-in-california/.

100 Sauter, *Faces of Poverty*, https://www.usatoday.com/story/money/economy/2018/10/10/faces-poverty-social-racial-factors/37977173/.

101 Rolf Pendall, Evelyn Blumenberg, & Casey Dawkins (2016) *What if Cities Combined Car-Based Solutions with Transit to Improve Access to Opportunity?*, p. 5; William Clark & Wenfei Wang (2010) *The Automobile, Immigrants, and Poverty: Implications for Immigrant Earnings and Job Access*, Urban Geography 31, p. 532. The wages of a Hispanic household with car access is almost 50% higher than those of a household without a car, and if African-American car ownership rates were equivalent to white household ownership rates, the disparity in racialemployment rates would decrease by forty-three percent.

102 *Clement v. City of Glendale*, 518 F.3d 1090 (9th Cir. 2008); *United States v. Hawkins*, 249 F.3d 867 (9th Cir. 2001); *see also Brewster v. Beck*, 859 F.3d 1194 (9th Cir. 2017); *Miranda v. City of Cornelius*, 429 F.3d 858 (9th Cir. 2005); *United States v. Duguay*, 93F.3d 346 (7th Cir. 1996).

103 *Minnesota v. Dickerson*, 508 U.S. 366, 372 (1993) (Warrantless seizures are "per se unreasonable" subject only to a few "specifically established and well delineated exceptions.").

104 *United States v. Hawkins*, 249 F.3d 867, 872 (9th Cir. 2001) ("The burden is on the Government to persuade the district court that a seizure comes "under one of a few specifically established exceptions to the warrant requirement.").

105 Cal. Veh. Code § 22650(b) (effective Jan. 1, 2019).

106 *Id*.

107 "It is not clear… that Defendants can justify the seizure and retention of a vehicle if its owner cannot afford the parking tickets levied upon the vehicle solely on the basis offered here, that the seizure is reasonable in an effort to secure repayment of the debt owed. *See, e.g., Bearden v. Georgia*, 461 U.S. 660, 667 (1983) (the court must take into account the indigent's ability to pay to determine appropriate and adequate penalty. Accordingly, the court finds that serious questions remain." Order Granting Motion for Preliminary Injunction at 5-6, Smith v. Reiskin, No. C18-01239 JSW (N.D. Cal. Oct. 10, 2018).

108 U.S. Const. amend. XIV, § 1.

109 *Mathews v. Eldridge*, 424 U.S. 319, 333 (1976).

110 *Clement v. City of Glendale*, 518 F.3d 1090, 1094 (9th Cir. 2008); *Scofield v. City of Hillsborough*, 862 F.2d 759, 762 (9th Cir. 1988) ("The uninterrupted use of one's vehicle is a significant and substantial private interest. As we noted…, "[a] person's ability to make a living and his access to both the necessities and amenities of life may depend upon the availability of an automobile when needed.")

111 *See Clement*, 518 F.3d at 1093; *Stypmann v. City & Cty. of San Francisco*, 557 F.2d 1338, 1343 (9th Cir. 1977).

112 *Clement*, 518 F.3d at 1093-94.

113 *Timbs v. Indiana*, No. 17-1091, 2019 WL 691578 (U.S. Feb. 20, 2019).

114 U.S. Const. amend. VIII.

115 *Timbs*, 2019 WL 691578 at *3-4.

116 *Bearden v. Georgia*, 461 U.S. 660, 668 (1983); *see* also *People v. Dueñas*, 30 Cal. App. 5th 1157, 1168 (Ct. App. 2019) ("[I]mposing these assessments upon indigent defendants without a determination that they have the present ability to pay violates due process under both the United States Constitution and the California Constitution."); In re Humphrey, 19 Cal. App. 5th 1006, 1026 (Ct. App. 2018); *Doe v. Angelina Cty.*, Texas, 733 F. Supp. 245, 25254 (E.D. Tex. 1990).

117 *Dueñas*, 30 Cal. App. 5th at 1167.

118 *Id*. at 1164.

119 Cal. Civ. Code § 3072; Cal. Veh. Code § 22851.4.

120 Cal. Civ. Code § 3072.

121 *Id*.

122 *Id*. Tow companies do not need to get a court judgment to overcome an opposition if the company is unable to serve the person opposing the sale at the address they listed on the opposition form.

123 *Id*.

124 *Id*.

125 *Id*.

126 Cal. Veh. Code §§ 22851.8, 22851.10.

127 *Id*.

128 Cal. Civ. Code § 3071; Cal. Veh. Code § 22851.4.

129 Cal. Civ. Code § 3071.

130 *Id*.

131 *Id*.

132 *Id*.

133 *Id*.

134 Cal. Gov. Code §§ 6250-70.

135 The LAPD's refusal to produce towing data has been the subject of a number of legal actions. In January 2019, the Court of Appeal agreed the LAPD did not have to disclose Official Police Garage data. *Anderson-Barker v. Superior Court*, (2019) 31 Cal.App.5th 528. As of the date of publication, the California Supreme Court is considering whether to grant review of the Court of Appeal decision.

136 For example, on February 13, 2019, a contributor spoke to Lieutenant Agnoletto of the Riverside County Sheriff's Department. The Lieutenant explained that his department does not track the outcome of every vehicle, which is why that column was blank for some of the tows – as opposed to listing "sold" or "released." He nevertheless confirmed that the subset of the data with a listed outcome would be a fair cross section of their tows. The blank tows were omitted from the Riverside County lien sale analysis

137 The missing reports were provided after the completion of the data collection phase of this report, and are therefore could not be included in the analysis for this report.

138 In order to be more precise, we applied this approach both for the "Total Government Impounds" column in the OPG reports *and* for the LAPD and LADOT impounds columns. When the Report discusses vehicles towed by the City of Los Angeles, we are referring *only* to the LAPD and LADOT impounds.

139 2018 is the only year for which DMV vehicle registration counts were available as of the date accessed on Feb 19, 2019. DMV registrations accessed at: https://www.dmv.ca.gov/portal/dmv/detail/pubs/media_center/statistics. Zip code to city mapping accessed at: https://www.zipcodestogo.com/California/.

140 Note that the average towing rate calculated here seeks to estimate the average towing rate across all cities in California, using the data we have on 8 cities.

141 The assumptions needed to construct these confidence intervals are unlikely to be met in practice since (i) cities likely differ significantly in their towing policies, and (ii) our sample was not randomly selected. As a result, the exhibits also include estimates of the number of tows across the state in 2018 by applying each of the eight cities' tow rates to the number of registered vehicles. So for example, if one thinks that San Diego is a good statewide proxy, we would apply its towing rate to the total number of registered vehicles, yielding an estimated 633,593 tows in California in 2018.

142 Wayne W. Daniel. Biostatistics: A Foundation for Analysis In the Health Sciences. 6th ed. New York: Wiley & Sons, 1995, p. 158-160.

City of West Hollywood
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Lauren Meister
Councilmember

May 29, 2019

The Honorable David Chiu
California State Assembly
State Capitol, Room 4112
Sacramento, CA 95814

RE: **AB 516 (Chiu) Authority to remove vehicles – OPPOSE UNLESS AMENDED**

Dear Assemblymember Chiu,

This is to convey the City of West Hollywood's concerns and its position of oppose unless amended for AB 516, which would severely restrict the City's ability to remove a vehicle parked for 72 or more consecutive hours in violation of the City's regulations, or a vehicle with an expired registration beyond 6 months.

The City of West Hollywood shares your concerns about the perpetration of the cycle of poverty for low income individuals, who, when faced with unpaid parking citations or moving violations, and tow-related charge, end up accumulating larger debts and falling further behind. However, local governments must have some legal recourse to manage their local streets and receive payment for outstanding citations.

As revised on May 1, AB 516 does not offer any options to cities for the removal of cars that could have been abandoned on City streets. In addition, cities like West Hollywood would be left without the necessary tool of towing for cars that have failed to pay parking citations, even though the City offers payment plans upon request and according to State law.

Thus, the City proposes the following options for your consideration to accommodate the needs of vehicles' owners and local governments alike:

1. Continue to allow cities to tow cars after cars have been parked for 120 hours or five consecutive days and after the City has issued a warning to the vehicle's owner.
2. Allow cities to tow cars if the owner of the vehicle has failed to make payments agreed upon by the terms of a payment plan between the vehicle's owner and a city.

The City of West Hollywood is committed to working with you to address this important issue. We look forward to a continuing dialogue with you and your staff.

In the meantime, for the reasons stated above, the City of West Hollywood must regretfully oppose AB 516 unless it is amended.

Sincerely,

John D'Amico,
MAYOR

Cc: Hon Benjamin Allen, SD 26
Hon Richard Bloom, AD 50

ASSEMBLY BILL 516 (CHIU)

ELIMINATING POVERTY TOWS

SUMMARY

AB 516 prevents lower-income Californians from permanently losing their cars because of towing conducted for non-public safety reasons by local governments seeking to collect minor debts.

BACKGROUND

Discovering your car is missing from a parking place is incredibly stressful. But while having your car stolen is extremely distressing, for many Californians, finding that your car has been towed can be just as much - if not more - of a nightmare.

Tens of thousands of middle class and lower-income vehicle owners suffer devastating economic consequences every year in California when their cars are towed and impounded. Cities and counties across California typically require owners to pay, at minimum, $500 to retrieve a car from a tow yard. If the car was towed because the owner couldn't afford to pay parking tickets or vehicle registration fees, the owner must first pay off these tickets or fees, any late fees, and often a release fee before they pay the tow yard's fees, which can substantially increase the total cost.

The car owner must also pay the tow yard's daily storage and other fees. For lower-income individuals who need time to secure this large sum, daily storage fees can easily balloon the cost of retrieving a car to $1,500 or more, which is insurmountable for too many. For example, a Californian making minimum wage makes approximately $96 per day, meaning the cost of a tow exceeds two weeks' pay.

When a car owner can't afford to pay all the fines and fees associated with their tow, the city and tow company will try to recover the costs by selling the car in a lien sale. Everyone loses in that situation. The car owner loses their vehicle forever, leading to a cascade of negative repercussions and a push even deeper into poverty. Tow companies lose as well, as the revenue from a lien sale is unlikely to cover the cost of towing, storing, and the sale. And cities fail to recover the debt they sought to collect.

THE PROBLEM

Towing should be conducted to improve public safety, not to punish people by collecting small debts. For example, tows should be done to ensure proper traffic flow -- such as when a car blocks an intersection, poses a danger to other cars or pedestrians, or blocks access to fire hydrants or bus zones -- or for critical public safety reason, such as if a person drives impaired.

Conversely, the economic consequences of a tow are especially punitive when a car is towed to collect small debts. According to a March 2019 report by legal service and community organizations, *Towed Into Debt: How Towing Practices in California Punish Poor People*, there are three "poverty-related tows" used by local governments to collect small debts that have disproportionately impacted middle- and lower-income Californians:

- Tows for 5 or more unpaid parking tickets
- Tows where the car registration is more than 6 months out of date
- Tows where a car has been legally parked for 72 hours on a public street without being moved

People who have unpaid parking tickets, lapsed vehicle registration, or 72-hour parking violations are far more likely to be low-income. These circumstances are usually avoidable for people who have enough income to easily pay fines and fees, or can pay for private parking. If a person lacks sufficient income to pay outstanding tickets and lapsed registration, towing a vehicle only compounds an existing untenable financial situation.

THE SOLUTION

AB 516 addresses this issue by eliminating the three types of "poverty-related tow" previously mentioned. AB 516 leaves intact over two dozen existing authorizations for towing.

California's existing towing practices don't work for anybody. Lower income people suffer a devastating loss when they permanently lose their cars and their ability to get to work, school, and the doctor or to their job. Tow yards lose money when unclaimed cars have to be sold at lien sales. Local governments fail to recover the underlying debt.

SUPPORT

ACLU of California (Co-Sponsor)
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PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

AGENDA #: 16469
ENERGY DIVISION **RESOLUTION G-3540**
May 10, 2018

RESOLUTION

Resolution G-3540; Southern California Gas Company request for expedited approval of its Second Injection Plan and Memorandum between its System Operator and Gas Acquisition Department to Maintain Summer Reliability.

PROPOSED OUTCOME:

- Southern California Gas Company's (SoCalGas') Proposed Second Injection Plan and Second Injection Enhancement Memorandum between the Utility System Operator and the Gas Acquisition Department for Services to Maintain Summer Reliability is approved in part and denied in part.

SAFETY CONSIDERATIONS:

- This resolution has an indirect positive impact on customer safety by improving system reliability through the summer and upcoming winter.

ESTIMATED COST:

- Unknown at this time

By Advice Letter 5275-A, Filed on April 20, 2018.

SUMMARY

This resolution approves in part and denies in part Southern California Gas Company's (SoCalGas) Supplemental Advice Letter (AL) 5275-A, which replaced SoCalGas AL 5275 in its entirety[1], requesting approval of a

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[1] A Supplemental Advice Letter 5275-A was filed April 20, 2018. This supplemental Advice Letter (AL) replaces in its entirety AL 5275, filed on March 30, 2018. This supplemental AL includes: 1) correcting an addition error and year reference in Table 2; 2) changing the withdrawal rates measurements from billion cubic feet per day (Bcfd) to million cubic feet per day (MMcfd) in Table 2; 3) clarifying that the temporary modifications to increase injection operations and injection capacity available to market have an end date of October 31, 2018; and 4) revising the end date for the temporary modifications to System Operator limits on available injection capacity provided to the market to October 31, 2018 for consistency with the other proposed measures.

Proposed Second Injection Enhancement Plan and a Second Injection Enhancement Memorandum between the System Operator and the Gas Acquisition Department for services to maintain summer reliability pursuant to the March 13, 2018, "Injection Required for SoCalGas Summer Reliability and Storage Inventories" Letter from the California Public Utilities Commission (Commission or CPUC) Executive Director.

This resolution approves the following measures in SoCalGas' Second Injection Enhancement Plan to enhance injections to increase the system's ability to meet summer customer demand and to prepare storage for the winter operating season:

1. **Continuing to implement temporary modifications to system operations to increase storage injections;**
2. **Implementing temporary modifications to increase storage injection capacity available to the market; and**
3. **Implementing temporary modifications to system operator limits on available injection capacity provided to the market and temporary, conditional modifications to Rule 41.**

It denies the following proposed measures:

1. **Increasing the allowable inventory at Aliso Canyon to enable more system-wide injections; and**
2. **Modifying the Aliso Canyon Withdrawal Protocol to allow for more flexible use of Aliso Canyon to manage storage inventories and support reliability in conjunction with a temporary deviation to SoCalGas Rule No. 23.**

These measures are denied because the Commission intends to review its Public Utilities Code Section 715 Report[2] findings on Aliso Canyon inventory levels and the Aliso Canyon Withdrawal Protocol based on the upcoming Summer 2018 Aliso Canyon Risk Assessment Technical Report.

BACKGROUND

This resolution responds to SoCalGas Advice Letter 5275, which was filed in response to the Commission's Executive Director's letter to SoCalGas on March 13, 2018. The letter directed SoCalGas to file an expedited Tier 2 Advice Letter containing elements that are detailed below.

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[2] All statutory references are to the Public Utilities Code unless otherwise noted.

Aliso Canyon is the largest of SoCalGas' natural gas storage facilities, and formerly had an inventory capacity of 86.2 Billion cubic feet (Bcf). On October 25, 2015, a natural gas leak occurred at the Aliso Canyon facility. Due to the magnitude and duration of the leak, which proved difficult to cap, the Governor declared a state of emergency for Los Angeles County on January 6, 2016. The proclamation directs all agencies of state government to "ensure a continuous and thorough response to this incident" and further directs the Commission to "take all actions necessary to ensure the continued reliability of natural gas and electricity supplies in the coming months."

The leak was sealed on February 17, 2016. However, pursuant to SB 380, which was approved by the Governor on May 10, 2016, injections into Aliso Canyon were prohibited until all wells had undergone a comprehensive safety review. On July 19, 2017, the Division of Oil, Gas, and Geothermal Resources (DOGGR) certified, and the Commission concurred, that the required inspections and safety improvements had been completed and injections could resume at Aliso Canyon. DOGGR authorized Aliso Canyon to operate at pressures up to 2,926 pounds per square inch absolute (psia), which translates into an inventory of 68.6 Bcf.[3]

The current maximum Aliso inventory is lower than the DOGGR-authorized amount due to another provision of SB 380, which added Section 715 to the Public Utilities Code. Section 715 requires the CPUC to determine "the range of working gas necessary to ensure safety and reliability for the region and just and reasonable rates in California." The CPUC has released a series of "715 Reports" in response to changing conditions on the SoCalGas system. The most recent such report was issued on November 30, 2017, and set a cap of 24.6 Bcf on Aliso Canyon inventory.[4]

The Commission has issued a number of technical reports and assessments concerning the reliability impacts of reduced use of Aliso Canyon and established an Aliso Canyon Withdrawal Protocol (Protocol), which was last updated on November 2, 2017. The Protocol specifies that Aliso Canyon will be treated as an "asset of last resort" and used for withdrawals after all other alternatives have been exhausted.[5]

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[3] Based on information provided to the CPUC by DOGGR on April 19, 2018.

[4] Aliso Canyon Working Gas Inventory, Production Capacity, Injection Capacity, and Well Availability for Reliability**:** Supplemental Report for Winter 2017-18 (715 Report): http://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/News_Room/News_and_Updates/Draft%20Update%20to%20Aliso%20Canyon%20Working%20Gas%20Inventory%20-%20715%20Report%20-%20113017.pdf.

5. The full Protocol is at http://cpuc.ca.gov/aliso.

A prior Commission resolution, G-3529 (June 29, 2017) addressing similar matters, approved SoCalGas' (first) gas storage Proposed Injection Enhancement Plan to support system reliability for summer 2017. That resolution also included approval of a Memorandum between the System Operator and the SoCalGas' Acquisition Department for services to maintain summer reliability through and including September 30, 2017. The Resolution approved several elements of SoCalGas Advice Letter 5139 concerning storage protocols that were responsive to the Commission's Executive Director's letter on May 8, 2017. That resolution directed SoCalGas to file a Tier 2 Advice Letter proposing an agreement between the utility's System Operator and the Gas Acquisition Department that would maximize storage injections. Resolution G-3529 also denied SoCalGas' request for temporary modifications to the System Operator Injection Capacity Limits in Rule 41.

Several pipeline outages have occurred on the SoCalGas systems since the previous Injection Enhancement Plan expired. On October 1, 2017, Line 235-2 ruptured, and there is still no estimate for when it will return to service. Line 4000 also underwent maintenance and is now operating at significantly reduced capacity with no estimate for when it will return to full capacity. In addition, a right-of-way through lands held in reserve for the Morongo Band of Mission Indians has expired, further reducing the capacity of Line 2000. All of these outages have placed additional stress on the system, making storage injection even more urgent than it was in spring 2017.

In accordance with the Protocol, on March 2, 2018, SoCalGas wrote to the CPUC Energy Division Director requesting "the ability to *immediately* begin using Aliso Canyon to manage gas storage inventory and preserve withdrawal deliverability at SoCalGas' non-Aliso storage fields." (Emphasis in original.) This letter was sent following two weeks of below average temperatures in the SoCalGas service territory, and SoCalGas estimated that conditions in the days ahead would require extensive use of gas supplies from storage. The letter states inventory at the non-Aliso fields was critically low and that, in accordance with the Protocol, noncore customers such as electric generators had been curtailed, with curtailments expected to continue into the following week due to continuing cold weather. Lower levels of storage inventory result in lower withdrawal capacity, further lowering SoCalGas' ability to deliver gas to customers.

On March 3, 2018, the CPUC Energy Division Director wrote to Rodger Schwecke, Vice President of SoCalGas, authorizing withdrawals from Aliso Canyon, in that withdrawals from all other storage facilities had been maximized. This authority was provisional to SoCalGas continuing to coordinate with the

Balancing Authorities[6] to reduce overall natural gas demand, was limited to be authorized only through March 13, 2018, and directed SoCalGas "to act to rapidly restore inventories in all storage facilities" once the high demand returned to average levels.

On March 13, 2018, the Executive Director of the CPUC wrote to Bret Lane, Chief Operating Officer of SoCalGas, asking that SoCalGas "immediately begin maximizing storage injections at all storage fields."[7] The letter instructs SoCalGas to file an expedited Tier 2 Advice Letter "proposing an agreement between the SoCalGas System Operator and the SoCalGas Gas Acquisition Department to support SoCalGas' storage requirements for system reliability similar to the Injection Enhancement Plan and Injection Enhancement Memorandum process approved by Resolution G-3529 (June 29, 2017)."[8]

The Executive Director further stated that SoCalGas should include the following in its AL:

- An Injection Plan based on rapidly achieving storage withdrawal capacity at the non-Aliso storage fields of 1,320 million cubic feet per day (MMcfd);[9]
- Minimum month-end storage targets for the remaining months of 2018 beginning with May 2018;
- Forecasted monthly natural gas storage quantities procured by the Gas Acquisition Department solely for the purpose of ensuring system reliability outside of its normal business as usual procurement for core customers; and
- An estimated cost for the Gas Acquisition Department to provide these support services.

Additionally, the Executive Director directed SoCalGas to request expedited treatment by proposing a shortened protest period and time to reply to the protest, and authorized SoCalGas to submit a separate Advice Letter seeking the establishment of a memorandum account to track costs resulting from the Second Injection Enhancement Plan.[10]

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[6] The Balancing Authorities are the California Independent System Operator and the Los Angeles Department of Water and Power

[7] http://www.cpuc.ca.gov/uploadedFiles/CPUC_Public_Website/Content/Safety/Untitled_03132018_141521.pdf

[8] The March 13, 2018, letter originally directed the AL to be submitted by March 20, 2018, however, the deadline was extended to March 30 per Executive Director Stebbins' letter dated March 19, 2018.

[9] As noted in the March 13, 2018 letter, the Commission does not require that SoCalGas maintain this level of withdrawal capacity at all times. SoCalGas is authorized to use storage to meet demand, even if it means withdrawal capacity at the non-Aliso Canyon fields temporarily falls below 1,320 MMcfd. If that occurs, however, the Commission indicates that it expects SoCalGas to make effort to return storage to levels needed to support this withdrawal capacity.

On March 30, 2018 SoCalGas filed expedited Advice Letter 5275 requesting approval on a Second Injection Enhancement Plan and a Second Injection Enhancement Memorandum between the System Operator and the Gas Acquisition Department for services to maintain summer reliability. AL 5275-A was filed April 20, 2018 with a zero-day Protest Period, to correct several errors, omissions and typos found in the original AL.

NOTICE

Notice of AL 5275 was made by publication in the Commission's Daily Calendar. SoCalGas states that a copy of the Advice Letter was mailed and distributed in accordance with Section 3.14 of General Order 96-B.

PROTESTS

Advice Letter 5275 was not protested.

DISCUSSION

Proposed Second Injection Plan

The Energy Division has reviewed SoCalGas AL 5275-A. Elements of SoCalGas' proposed Second Injection Enhancement Plan should be approved because granting the company temporary modifications to increase injection operations at Aliso Canyon will make more injection capacity available to Gas Acquisition. Temporary modifications to system operator limits on available injection capacity provided to the market and Rule 41 are also approved, subject to conditions. However, SoCalGas' request to increase the allowable inventory at Aliso Canyon and modify the Protocol to allow Aliso Canyon to be used as a source of supply is denied as being out-of-scope for this Resolution.

In Advice Letter 5275-A, SoCalGas projected inventories necessary to achieve storage withdrawal capacity of 1,320 MMcfd at the non-Aliso storage fields, as required by the Commission's Executive Director letter dated March 13, 2018. SoCalGas also noted that limits on storage injection capacity will present challenges this summer. SoCalGas estimates the following maximum injection capacities at each of its storage facilities:

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[10] *See* SoCalGas AL 5276, Expedited Advice Letter Requesting to Modify the Injection Enhancement Cost Memorandum Account (IECMA) Pursuant to the March 13, 2018 "Injection Required for SoCalGas Summer Reliability and Storage Inventories" letter from the CPUC Executive Director.

Table 1: Projected Monthly Maximum Storage Injection Capacities (MMcfd)

Storage Field	6/1/2018	7/1/2018	8/1/2018	9/1/2018	10/1/2018
La Goleta	40	40	40	40	40
Playa Del Rey	0	0	0	0	0
Honor Rancho	200	170	0	0	200
Aliso Canyon	410	0	0	0	0
Total System	650	210	40	40	240

The above injection capacities are SoCalGas's estimations of storage injection capacity as inventories increase and due to the maximum allowable storage inventory at Aliso Canyon. These numbers are used in this Resolution solely for the purposes of calculating storage capacity ranges and will be verified as the Joint Agencies (CPUC, California Independent System Operator, California Energy Commission and the Los Angeles Department of Water and Power) complete their own assessments in the forthcoming Aliso Canyon Risk Assessment Technical Report for Summer 2018. The CPUC will also be doing independent analysis for its Aliso Canyon updated report pursuant to PUC Section 715.

It should be noted that high ambient temperatures result in lower injection capacity and that storage fields lose the ability to inject once full. For example, Playa del Rey storage is projected to be full and to have zero injection capacity by June 2018; similarly, Honor Rancho inventory levels will reach their maximum in August 2018, so injection capacity will be at zero from then until withdrawals occur.

SoCalGas estimates that Aliso Canyon's mandated maximum inventory of 24.6 Bcf will be reached by June 2018, which eliminates its injection capacity past June (absent withdrawals from the facility). This limitation is likely to lead indirectly to an increase in the number of high Operational Flow Orders (OFOs)[11] triggered, because it reduces overall system capacity.

In SoCalGas' "Summer 2018 Technical Assessment" (Attachment C to AL 5275) (Technical Assessment), the Company estimates pipeline capacity and capacity utilization rates for the coming months under a "best-case" and a "worst-case" scenario. Under the best-case scenario, SoCalGas could meet the required withdrawal rates, even without the use of Aliso Canyon. SoCalGas also provided an assessment of summer season delivery reliability and found that, for the upcoming summer season, its system will be able to meet a 1-in-10 year peak day demand under either a best- or worst-case scenario, so long as Aliso Canyon is available.

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[11] OFOs occur when either too much or too little gas is injected into the pipelines, as pipelines have to operate within a range of pressures and too much gas can cause the pipeline to explode, too little can cause the gas to not flow.

Because of pipeline outages, pipeline capacity reductions, and other limitations on critical path pipelines, SoCalGas' Technical Assessment shows that, under its worst-case scenario, there is not enough flowing capacity through the summer season to meet both customer demand *and* to inject additional gas into storage at the rates necessary to meet the winter season storage withdrawal rates as directed by the Commission, even with the use of Aliso Canyon. Without Aliso Canyon, SoCalGas system would not be able to meet summer peak day demand under either scenario.

In order to achieve the Commission's directive of maintaining storage withdrawal capacity at the non-Aliso storage fields of 1,320 MMcfd, SoCalGas proposed the storage inventory targets in Table 2. (The inventories were developed using SoCalGas estimate of worst-case scenario pipeline capacity but at a higher pipeline utilization rate than assumed in the Technical Assessment.) Reaching these targets depends on the availability of sufficient supply and capacity to fill storage and on the use of Aliso Canyon. The Second Injection Enhancement Plan described below supports efforts toward achieving these targets, but even using Aliso Canyon, SoCalGas cannot guarantee the targets will be reached and that curtailments of noncore customers will not be necessary.[12]

Table 2: Targeted Monthly Storage Inventories with Corresponding Withdrawal Rates

Storage Field	6/1/2018		7/1/2018		8/1/2018	
	Target Inventory (Bcf)	Resulting WD Rate (MMcfd)	Target Inventory (Bcf)	Resulting WD Rate (MMcfd)	Target Inventory (Bcf)	Resulting WD Rate (MMcfd)
La Goleta	14.4	238	15.6	247	16.9	257
Playa Del Rey	1.9	302	1.9	302	1.9	302
Honor Rancho	18.8	677	24.4	823	27.0	892
Non-Aliso	35.1	1217	41.9	1372	45.8	1451
Aliso Canyon	21.9	815	24.6	869	24.6	869
Total System	**57.0**	**2032**	**66.5**	**2241**	**70.4**	**2320**

Storage Field	9/1/2018		10/1/2018		11/1/2018	
	Target	Resulting	Target	Resulting	Target	Resulting

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[12] SoCalGas Advice Letter 5275-A, p. 8 and Energy Division staff discussions with SoCalGas.

	Inventory (Bcf)	WD Rate (Bcfd)	Inventory (Bcf)	WD Rate (Bcfd)	Inventory (Bcf)	WD Rate (Bcfd)
La Goleta	18.1	267	19.3	277	19.5	279
Playa Del Rey	1.9	302	1.9	302	1.9	302
Honor Rancho	27.0	892	19.1	685	17.3	637
Non-Aliso	47	1461	40.3	1264	38.7	1218
Aliso Canyon	24.6	869	24.6	869	24.6	869
Total System	**71.6**	**2330**	**64.9**	**2133**	**63.3**	**2087**

SoCalGas' Second Injection Enhancement Plan

As shown in Table 2, SoCalGas projects that non-Aliso target inventories will result in withdrawal capacities that are below 1,320 MMcfd for non-Aliso fields after September 2018. The company identifies the following measures to enhance injections to meet summer demand and to prepare for the winter operating season:

1. Increase the allowable inventory at Aliso Canyon to enable more system-wide injections.

SoCalGas projects that the currently approved inventory at Aliso Canyon will be reached in June 2018. This has a number of undesirable effects on the system.[13] SoCalGas recommends the allowable inventory be increased to a minimum of 30 Bcf from its current 24.6 Bcf mandated maximum. However, this is outside the scope of this Resolution and needs further examination in upcoming technical assessments and reliability reports, subject to Public Utilities Code 715. This request is denied.

2. Modify the Aliso Canyon Withdrawal Protocol to allow for more flexible use of Aliso Canyon to manage storage inventories and support reliability

SoCalGas requests that the Protocol be modified to allow the System Operator to withdraw from Aliso Canyon without curtailing customers, using the field as a source of supply is necessary this summer in order to build and maintain inventory levels and capacity at the other storage fields. (Absent this relief, SoCalGas maintains that a temporary deviation from Rule No. 23 would be required, effectuating the curtailment of noncore customers in order to preserve storage inventory to achieve the 1,320 MMcfd of non-Aliso withdrawal capacity.)

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[13] Not having Aliso Canyon's injection capacity available reduces system capacity, increases the likelihood of High OFOs, and will reduce the amount of gas that could enter the system on any given day.

SoCalGas' request to modify the withdrawal protocol is outside the scope of this resolution. This request is denied.

3. Implement temporary modifications to increase injection operations

SoCalGas' current rules set aside 200,000 dekatherms (Dth) in storage for use in the balancing function. In order to increase injection operations, on April 9, 2018, SoCalGas began releasing 100,000 Dth of this capacity for customers to use.

SoCalGas also proposes to defer projects that impact injection operations, such as shutdowns or operational deviations that impact injection capacity, until such time as storage inventory targets have been met. However, shutdowns or work related to system reliability, safety, or compliance will not be deferred. We approve these temporary modifications to increase storage injection capacities to benefit the reliability of the overall SoCalGas system, to end October 31, 2018.

4. Implement temporary modifications to increase injection capacity available to market

SoCalGas proposes to set a portion of the storage injection capacity allocated to the system balancing function for injection nominations for the following month, every month before Bid Week, which is the five business days preceding the first of the month. This injection capacity will be posted on Envoy. Gas Acquisition will use best efforts to utilize the quantity made available. We approve these temporary modifications to increase injection capacity available to Gas Acquisition, to end October 31, 2018.

5. Temporary Modifications to Rule 41, System Operator Limits on Available Injection Capacity Provided to the Market

SoCalGas seeks to make temporary changes to Rule 41[14] to make available to the market injection capacity that exceeds the physical injection capacity of the storage fields on days when gas is being withdrawn. This could potentially increase the amount of gas delivered into the system and thereby increase injection capacity.

SoCalGas does not propose to modify the physical injection capacity which is based on actual operating conditions. Under this request, SoCalGas would add an additional variable to the Forecasted System Capacity calculation to account for the additional injection capacity. SoCalGas' proposed changes for the Rule 41 calculation of when High OFOs would be called is described below. A High

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[14] SoCalGas Rule No. 41: https://socalgas.com/regulatory/tariffs/tm2/pdf/41.pdf.

OFO is issued if Forecasted System Capacity is less than On-System Scheduled Quantities where:

> Forecasted System Capacity = Forecasted Sendout + Physical Storage Injection Capacity + Off-System Scheduled Quantities + Incremental Injection Capacity

and

> Incremental Injection Capacity = Prior Cycle Scheduled Withdrawal + Withdrawal Capacity Used for Balancing

In Resolution G-3529 (June 29, 2017) we were concerned that this change to Rule 41 might also increase the number of High OFO days, and therefore we denied it at that time.

However, circumstances have changed since June of 2017. We continue to be concerned that these changes to Rule 41 will result in increased High OFO days, but in view of the pipeline outages and system constraints that SoCalGas is experiencing, on a trial basis, we will allow SoCalGas to make available injection capacity to the system that is beyond the system's physical limits due to under-scheduling of gas into the system, and/or when customers schedule withdrawal. This authorization is granted on a trial basis, subject to conditions, and will end October 31, 2018, unless an extension is granted by the CPUC or CPUC Executive Director. The conditions are as follows:

a. High OFOs do not increase more than five percent (5%) over last year's monthly averages.
b. In order to allow measurement of whether this change leads to High OFOs that exceed five percent (5%), SoCalGas will add the following to its monthly Core Forecasting Report:[15]
    1. The number of High OFOs from the previous year's monthly report for that month, i.e. May of 2017;
    2. The number of High OFOs from the month of the report, i.e. May of 2018;
    3. An analysis of the percentage increase of OFOs, if any, between the two months;
    4. On any day of the month, if the number of High OFOs in the present month exceeds that of the previous year's month by five percent (5%), the Commission must be notified within three days of such

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[15] This Core Forecasting Report is required by the Winter Balancing Settlement Agreement in A.15-06-020.

occurrence, along with an explanation as to why the High OFOs occurred.

5. This addition to the Core Forecasting Report will commence with the report for May of 2018.

In light of our concerns regarding the potential for increased High OFO days, we also authorize the Director of Energy Division to terminate these changes to Rule 41 if these reports reflect an unreasonable increase in High OFOs of more than five percent (5%) per month. With these conditions, we grant SoCalGas' request to add an additional variable to the Forecasted System Capacity calculation to account for additional injection capacity.

Proposed Agreement Between the SoCalGas System Operator and the SoCalGas Gas Acquisition Department to Support SoCalGas' Storage Requirements for System Reliability Similar to the Injection Enhancement Plan and Injection Enhancement Memorandum Process Approved by Resolution G-3529

In order to reach the summer targeted storage inventories set forth in its Advice Letter, Gas Acquisition intends to accelerate injections to the extent additional system firm injection rights become available. Gas Acquisition estimates that it will need to accelerate procurement of up to 8 Bcf of natural gas to reach the targeted storage inventories identified in Table 2. However, in the March 13, 2018, letter from the CPUC Executive Director to SoCalGas, the Executive Director indicated that the SoCalGas Advice Letter should include a forecast of monthly gas storage quantities to be procured by Gas Acquisition solely for the purpose of ensuring system reliability, and the company has not provided that monthly forecast in this Advice Letter. This resolution directs SoCalGas to provide this monthly storage quantity forecast and status report in an Advice Letter ordered by this resolution.

SoCalGas Requests to Modify Its Injection Enhancement Cost Memorandum Account to Track the Incremental Costs Associated with the Commission's Second System Reliability Directive

While it is difficult to forecast the costs that may be incurred by Gas Acquisition for obtaining the accelerated supplies for injection to support system reliability, Gas Acquisition estimates that accelerating procurement of up to 8 Bcf of natural gas to meet the inventory targets to support system reliability will result in incremental costs of approximately \$4 to \$8 million.[16]

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[16] Calculated based on the assumption that the approximate cost would be \$0.50 to \$1 per dekatherm.

Gas Acquisition will create separate accounts in SoCalGas' Injection Enhancement Cost Memorandum Account for incremental injections that result from the System Reliability Directive for the purpose of helping to track volumes and associated costs of gas supplies that have been accelerated. On a bi-weekly basis, Gas Acquisition will review results from implementing these additional measures during ongoing conference calls with the Office of Ratepayer Advocates, Energy Division, and The Utility Reform Network.

Recognizing the urgent nature of ensuring reliable gas delivery during peak summer periods and with the summer season quickly approaching, as well as various pipeline outages and curtailments constraining gas flows into the SoCalGas system, we grant approval of the Second Injection Enhancement Memorandum between the System Operator and the Gas Acquisition Department, effective March 13, 2018, which is the date of the System Reliability Directive.

Tariff Modifications

Within 20 days, SoCalGas shall file a Tier 1 Advice Letter implementing the necessary changes to Rule No. 41.

COMMENTS

Public Utilities Code section 311(g)(1) provides that this Resolution must be served on all parties and subject to at least 30 days public review and comment prior to a vote of the Commission. Section 311(g)(2) provides that this 30-day period may be reduced or waived "in an unforeseen emergency… " The Commission's Rules of Practice and Procedure also provides that public review and comment may be waived or reduced in an "unforeseen emergency situation" specifically where there are "[a]ctivities that severely impair or threaten to severely impair public health or safety…."

On January 6, 2016, Governor Brown declared a State of Emergency due to the Aliso Canyon leak, which gives the Commission broad powers to ensure the reliability of the natural gas system.

Article 10 of the emergency order states:

> The California Public Utilities Commission and the California Energy Commission, in coordination with the California Independent System Operator, shall take all actions necessary to ensure the continued reliability

of natural gas and electricity supplies in the coming months during the moratorium on gas injections into the Aliso Canyon Storage Facility.

The 30-day comment period is reduced, with comments due on April 30, 2018, pursuant to these authorities, and notification of the shortened comment period was included with the cover letter that was circulated with the Draft Resolution.

FINDINGS

1. A previous Resolution G-3529 addressed a number of issues raised herein, approving an Injection Enhancement Plan, an Injection Enhancement Memorandum between the company and its Gas Acquisition Department, and denying proposed changes to Rule 41.
2. On March 2, 2018, in a letter to the CPUC Energy Division Director, SoCalGas requested “the ability to *immediately* begin using Aliso Canyon to manage gas storage inventory and preserve withdrawal deliverability at SoCalGas’ non-Aliso Canyon storage fields.” (Emphasis in original.)
3. On March 3, 2018, the CPUC Energy Division Director wrote to Rodger Schwecke, Senior Vice President of SoCalGas, authorizing withdrawals from Aliso Canyon since the Aliso Canyon Withdrawal Protocols had been followed and withdrawals from all other storage facilities had been maximized.
4. On March 13, 2018, the Executive Director of the CPUC wrote to Mr. Bret Lane, Chief Operating Officer of SoCalGas, asking that SoCalGas “immediately begin maximizing storage injections at all storage fields. The letter also asks SoCalGas to file an expedited Tier 2 Advice Letter by March 20, 2018, containing a number of specific elements to help assure that enough gas is put in storage to meet both summer and winter reliability needs given the numerous outages and pipeline failures on SoCalGas’ system.
5. On March 15, 2018, Mr. Bret Lane requested that the deadline for the Tier 2 expedited Advice Letter be extended from March 20, 2018 to April 6, 2018.
6. On March 19, 2018, the CPUC Executive Director allowed for the deadline for the expedited Advice Letter to be extended from March 20, 2018 to March 30, 2018.
7. On March 30, 2018, SoCalGas filed an expedited Advice Letter requesting approval of a Second Injection Enhancement Plan and Second Injection Enhancement Memorandum between the utility’s System Operator and the Gas Acquisition Department. Also included was SoCalGas’ Summer 2018 Technical Assessment.

8. On April 20, 2018, SoCalGas filed Supplemental Advice Letter 5275-A, correcting math and column heading errors and omissions, which replaces in its entirety AL 5275.
9. The injection capacities are SoCalGas' estimations.
10. Adequate storage inventory is necessary in order to maintain reliable delivery to customers during peak summer demand periods for both core and noncore customers, and noncore electric generation is particularly critical during hot weather months in Southern California.
11. Temporary modifications to Rule 41 should be approved, with conditions as set forth in this resolution, because this change could potentially increase the amount of gas delivered into the system and thereby increase injection capacity.
12. SoCalGas has not proposed a cost recovery or cost recovery mechanism at this time.
13. Due to the urgent nature of ensuring reliable delivery during peak summer periods and with the summer season quickly approaching, as well as various pipeline outages and curtailments constraining gas flows into the SoCalGas system, SoCalGas' request for approval of the Second Injection Enhancement Plan and Second Injection Enhancement Memorandum between the System Operator and the Gas Acquisition Department, should be effective March 13, 2018, which is the date of the Second Reliability Directive and the Commission's Executive Director Letter to SoCalGas, directing SoCalGas to immediately begin maximizing storage injections at all storage fields.

THEREFORE, IT IS ORDERED THAT:

1. Southern California Gas Company's request in Advice Letter 5275-A for permission to implement temporary modifications to increase injection operations and to make injection capacity available to market are approved and effective until October 31, 2018, as modified by the Commission, unless modified further by further order of the Commission OR unless modified by direction of the CPUC Executive Director.
2. Southern California Gas Company's Second Injection Enhancement Memorandum between the System Operator and the Gas Acquisition Department is approved and effective until October 31, 2018, unless modified by further order of the Commission OR unless modified by direction of the CPUC Executive Director.
3. Southern California Gas Company's request to increase the allowable inventory at Aliso Canyon is denied.

4. Southern California Gas Company's request to modify the Aliso Canyon Withdrawal Protocol to allow for more flexible use of Aliso Canyon is denied.
5. Southern California Gas company's request to change Rule 41 is approved and effective, subject to the following conditions:
    a. High OFOs do not increase more than five percent (5%) over last year's monthly averages.
    b. In order to allow measurement of whether this change leads to High OFOs that exceed five percent (5%), SoCalGas will add the following to its monthly Core Forecasting Report:
        i. The number of High OFOs from the previous year's monthly report for that month, i.e. May of 2017;
        ii. The number of High OFOs from the month of the report, i.e. May of 2018;
        iii. An analysis of the percentage increase of OFOs, if any, between the two months;
        iv. On any day of the month, if the number of High OFOs in the present month exceeds that of the previous year's month by five percent (5%), the Commission must be notified within three days of such occurrence, along with an explanation as to why the High OFOs occurred.
        v. This addition to the Core Forecasting Report will commence with the report for May of 2018.
        vi. The Director of CPUC Energy Division will terminate these changes to Rule 41 if these reports reflect an unreasonable increase in High OFOs of more than five percent (5%) per month.

This change to Rule 41 is approved, as modified by the Commission, and is effective until October 31, 2018 unless further modified by further order of the Commission OR unless modified by direction of the Executive Director.

Within 20 days, SoCalGas shall file a Tier 1 Advice Letter implementing the necessary changes to Rule No. 41.

6. Southern California Gas Company shall file a Tier 1 Advice Letter containing a status report of storage inventories, costs incurred from the Second Injection Enhancement Plan, and an analysis of system reliability for the upcoming winter within thirty days of the expiration of the Second Injection Enhancement Plan and Second Injection Enhancement

Memorandum between the System Operator and the Gas Acquisition Department.

This Resolution is effective today.

I certify that the foregoing resolution was duly introduced, passed and adopted at a conference of the Public Utilities Commission of the State of California held on May 10, 2018, the following Commissioners voting favorably thereon:

____
ALICE STEBBINS
Executive Director

.

City of Los Angeles

CITY HALL
LOS ANGELES, CALIFORNIA 90012

May 31, 2019

Councilmember Greig Smith
City of Los Angeles, 12th District
200 N. Spring St., Room 405
Los Angeles, CA 90012

The Honorable Jim Beall, Chair, Committee on Transportation
State Capitol, Room 2082
Sacramento, CA 95814

The Honorable Nancy Skinner, Chair, Committee on Public Safety
State Capitol, Room 5094
Sacramento, CA 95814

Re: **Opposition to AB 516 (Chiu) Authority to Remove Vehicles**

Dear Honorable Chairs:

I am writing to express my strong opposition to AB 516 (Chiu). This bill would negatively impact businesses and residents in my district and across the City of Los Angeles. While there is no doubt that retrieving a vehicle from impound can be expensive, other policies should be considered to address this issue. Severely curbing the ability of local jurisdictions to regulate their right-of-ways will only encourage scofflaw behavior, create blight and public health issues, as well as severely hamper the ability of law enforcement to identify owners of vehicles involved in crimes.

As currently written, AB 516 would prohibit the City of Los Angeles from removing vehicles that have been left in the public right-of-way for over 72 hours. This prohibition would allow individuals to park anywhere, no matter posted parking restrictions, without fear of repercussions. In addition, this bill removes the ability of local governments to tow or immobilize vehicles with five or more unpaid parking citations, further reducing the City's ability to collect on parking citations and discourage scofflaw behavior.

In addition, this bill will prohibit the towing of vehicles with registration that is six months or more out of date. This will encourage individuals to stop registering their vehicles, and make it difficult for law enforcement to find the owners of vehicles involved in crimes. Vehicle registration is also a significant factor in ensuring that vehicles on the road are safe to operate and are in compliance with the state's emission laws. Further, a portion of vehicle license fees is set aside for road reconstruction projects through SB 1. Removing the deterrent for non-registration will only encourage individuals to stop registering their vehicles, impacting our public safety, environment and tax receipts.

While well intentioned, AB 516 should not be advanced. If the legislature wishes to address the problems faced by low income drivers, other policies should be considered. As an example, the City of Los Angeles offers a program that provides parking citation payment plans for indigent individuals, and operates a program which allows individuals experiencing homelessness to pay their citations through community service or enrollment in a homeless services program. Programs like these would be better suited for this problem than removing all enforcement ability and encouraging scofflaw behavior.

Sincerely,

Greig Smith
City of Los Angeles
Councilmember, 12th District

cc: The Honorable David Chiu
Members, Senate Committee on Transportation
Members, Senate Committee on Public Safety
Los Angeles Senate Delegation

Los Angeles County Division
League of California Cities®

May 30, 2019

The Honorable David Chiu
California State Assembly, District 17
California State Capitol, Room 4112
Sacramento, CA 95814

RE: **AB 516 (Chiu) Authority to Remove Vehicles.**
Notice of Opposition

Dear Assembly Member Chiu,

The Los Angeles County Division of the League of California Cities (Division), representing 86 cities in the county, must oppose your AB 516, a measure that would eliminate the ability for cities to adequately enforce state and local vehicle violations.

While we understand your intent to alleviate cost burdens for those experiencing homelessness or other financial hardships, AB 516 is an extreme approach and does not distinguish between low-income vehicle owners and scofflaws. AB 516 would eliminate essential enforcement tools for cities to address motorists who disregard basic laws designed to benefit entire communities. Specifically, the measure would eliminate the ability for cities to:

- “Immobilize,” or place a boot on a vehicle, for motorists who have five or more unpaid parking tickets.
- Remove vehicles with expired registration that are operating illegally; and
- Remove vehicles in violation of parking time restrictions.

The immobilization of a vehicle is only used when someone has five or more unpaid parking tickets and has ignored the payment plans offered to them by the city, as established by recently chaptered bills AB 503 (2017) and AB 2544 (2018). These monthly payment plans can be as low as $5-$25 for an indigent person. This is a fair process that allows low-income individuals to pay their outstanding parking citations without impacting their ability to maintain their livelihood.

There are a host of reasons beyond the collection of unpaid parking tickets for one’s inability to register a vehicle. Reasons include, but are not limited to, one’s failure to insure a vehicle, a failed smog check and vehicle theft. The authority to remove vehicles that are operating unlawfully for failing to register within six months is an essential enforcement tool for violation of state and local laws aimed at requiring insurance, keeping our air clean, our storm drains free of pollution, and our streets safe. Motorists that allow their vehicle registration to expire for more than 6 months are not only in gross violation of state law, but are rejecting their basic responsibility to pay for the following programs and services (which are collected with vehicle registration):

- Use Taxes (especially for used or out-of-state vehicles where this may not be paid upfront)
- The California Highway Patrol
- The California Department of Motor Vehicles

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LOS ANGELES

EXECUTIVE DIRECTOR
JENNIFER QUAN

- The State Highway System (including SB 1 basic maintenance and operation funding)
- The California Air Resources Board
- Local streets and roads (including SB 1 basic operation and maintenance funding)
- The State General Fund
- Service Authority for Freeway Emergencies fees (for emergency call boxes)
- Air quality fees set be air quality management districts to reduce air pollution
- The Vehicle License Fee
- Toll violations
- Other State agencies[1]

While the DMV may have the authority to take other extraordinary measures, such as garnishing wages, garnishment does not solve the problem of an unregistered vehicle operating unlawfully on the public highway. The threat of impoundment and/or getting one's vehicle back from impoundment is often the strongest compliance tool proportional with these types of violations. These same tools are necessary to enforce local vehicle laws aimed at protecting the public right of way.

72-hour parking time restrictions are a key element in city efforts to protect the public right of way. Protection of the public right of way allows for residents to access the various facets of a city, including residential neighborhoods, government services, local businesses, and city attractions. Ensuring residents and visitors have access to their own homes or those of their relatives, city hall, parks, libraries, retail, restaurants, and cultural epicenters benefit from the city adequately enforcing these basic restrictions. Residential neighborhoods and major business corridors already struggle with limited parking spaces and will continue to struggle as communities densify. AB 516 will only exacerbate this problem by allowing anyone, regardless of income, to store their vehicles on public streets instead of their private property.

It is key to note that the 72-hour parking enforcement notice is usually triggered by a complaint from a local resident or business when cars appear abandoned or haven't moved for days. By the time a city responds, more than 72 hours have typically elapsed, when a notice is thereby issued for the vehicle to move. Compliance costs nothing and can simply involve moving a vehicle to a more acceptable location to avoid a tow. By the time a tow is actually enforced, a vehicle has likely remained unmoved for days and possibly weeks.

Residents, businesses, and visitors have developed an expectation that safe and reliable parking will be available to access the various facets of a city. Communities expect their cities to have the tools to respond to issues of blight, vehicles stored on public streets, and other code enforcement issues. However, AB 516 would limit these tools and be particularly punishing on low-income communities where issues of blight such as illegal dumping and abandoned vehicles can be more acute. While AB 516 may provide some financial relief to an individual who chronically ignores parking and/or commits other vehicle violations, it would come at a cost to the greater good and character of all communities. Getting a parking ticket or having a vehicle impounded can be a frustrating experience. However, it can be equally frustrating for residents, businesses, and visitors not to have safe and reliable streets and/or parking to access these neighborhoods, local businesses, attractions, and government services.

The approach in AB 516 rewards people who fail to pay their parking tickets, register their vehicles, or adhere to reasonable policies aimed at preventing abandonment and/or street storage of vehicles, regardless of income. Eliminating proportional consequences for these sorts of vehicle violations will exacerbate parking scarcity by creating an environment vulnerable for exploitation. This bill, coupled with efforts by the state aimed at eliminating local parking minimums, will create quality of life concerns across income demographics in California.

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[1] https://www.dmv.ca.gov/portal/dmv/detail/pubs/brochures/fast_facts/ffvr34

Finally, the proponents of AB 516 reach broad conclusions that misrepresent the law to justify the merits of this bill. The courts have consistently upheld the enforcement actions this bill seeks to eliminate since they help prevent jeopardizing public safety, promote efficient movement of vehicular traffic, are in the interests of public welfare, and prevent the illegal operation of vehicles.

For these reasons, the Los Angeles County Division must oppose AB 516. If you have any questions, please contact Kristine Guerrero at kguerrero@cacities.org.

Sincerely,

Juan Garza
President
Los Angeles County Division
League of California Cities®

cc:

Los Angeles County Legislative Delegation
Senate Transportation Committee
Senate Public Safety Committee

OFFICIAL POLICE GARAGE ASSOCIATION OF LOS ANGELES
801 South Figueroa Street, Suite 1050 Los Angeles, CA 90017
(213) 741-1500 X525 www.opgla.com

March 21, 2018

Honorable Reginald Byron Jones-Sawyer, Sr.
State Capitol
P.O. Box 942849
Sacramento, CA 95814

Re: AB 2876 (Jones-Sawyer) Oppose

Dear Assembly Jones-Sawyer,

On behalf of the 19 private companies that comprise the Official Police Garages of Los Angeles (OPGLA), I write in strong opposition to your AB 2876 regarding the removal and impounding of vehicles.

Tows and impounds under *Vehicle Code* §22650 are currently subject to the due process requirements of the 4th Amendment of the United States Constitution (applied to the States through the 14th Amendment). The proposed amendment set forth in AB 2876 is unnecessary and will result in unintended consequences. The regulation of parking on public streets and highways is a legitimate power of local governmental agencies. *Pipoly v. Benson* (1942) 20 Cal.2d 366, 372. Under certain circumstances local government agencies have the right and duty to remove unattended vehicles from public streets to places of storage. Existing law set forth in *Vehicle Code* §§22650 through 22856 provides an essential tool to efficiently and effectively promote public safety by removing from public streets unattended vehicles that create a hazard, impede the free flow of traffic, and/or might be a target of vandalism or theft. These statutes also aid law enforcement in keeping dangerous drivers off the road.

AB 2876 would add a requirement to *Vehicle Code* §22650 compelling law enforcement to comply with the 4th Amendment and the Community Caretaking Doctrine, when determining whether the impoundment of an unattended vehicle is warranted. However, such a statement is unnecessary and unhelpful. Law enforcement is already required to conduct searches and seizures in accordance with constitutional requirements, and otherwise comply with federal and state law. Furthermore, case law has already established clarity with respect to how law enforcement should apply the Community Caretaking Doctrine when determining whether to impound a vehicle.

Current laws regarding impoundment have been proven an effective measure to efficiently and effectively promote public safety by removing from public streets unattended vehicles that create a hazard, impede the free flow of traffic, and/or might be a target of vandalism of theft. The current impoundment laws are also an effective measure to discourage drivers with suspended or revoked licenses and those who are unlicensed from driving and to deter vehicle owners from irresponsibly lending their vehicle to an unlicensed driver.

AB 2876 will have an adverse impact on traffic safety throughout the state. The amendment would impose requirements beyond what is required by either the 4th Amendment or the California Constitution. This bill leaves unanswered many important policy questions regarding impoundment that go beyond mere compliance with existing law and would make it harder for local governmental agencies to enforce existing laws that preserve public safety.

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- Law enforcement agencies will be confronted with determining which impoundments are "necessary to achieve community caretaking need."

- The phrase "necessary to achieve community caretaking need" could be interpreted to restrict most circumstances in which a vehicle may be impounded. This would place an unreasonable restriction on the ability of local governmental agencies to impound vehicles.

- Such restrictions on the ability to impound vehicles can lead to liability since local governmental agencies can be sued if there is no impound and the vehicle is found to be the cause of a hazardous condition or is subsequently driven and causes damage.

Current laws already alleviate much, if not all, of the need for the relief sought by this proposed legislation. It is well established that tows and impounds under *Vehicle Code* §22650 are, and have always been, strictly subject to the due process requirements of the 4th Amendment, whose central purpose "is to safeguard the privacy and security of individuals against arbitrary invasions by government officials (Citations Omitted)." *South Dakota v. Opperman* (1976) 428 U.S. 364, 377. The Fourth Amendment protects against warrantless searches and seizures.

- "The fundamental requirements of procedural due process are notice and an opportunity to be heard before the government may deprive a person of a protected liberty or property interest. *Mathews v. Eldridge*, 424 U.S. 319, 333, 96 S.Ct. 893, 902, 47 L.Ed.2d 18 (1976)." *Alviso v. Sonoma County Sheriff's Dept.* (2010) 186 Cal.App.4th 198, 209.

"The police impoundment of a motor vehicle must be reasonably required; the right does not automatically or necessarily result from the driver's arrest. It arises from some legal or factual necessity for its removal by the police, e.g., the arrest must result in the car being 'unattended' (see *Veh. Code*, § 22650; (Citation Omitted)) . . . . Above all, the impoundment must be in good faith for a recognized and proper purpose; it may not be used as a device to circumvent Fourth Amendment rights." *People v. Andrews* (1970) 6 Cal.App.3d 428, 437.

- A decision to impound a vehicle must be based on a valid community caretaking or public safety function, not simply on statutory authorization. *People v. Williams* (2006) 145 Cal.App.4th 756, 761. "Whether 'impoundment is warranted under this community caretaking doctrine depends on the location of the vehicle and the police officers' duty to prevent it from creating a hazard to other drivers or being a target for vandalism or theft." *Id.*

- The "Community Caretaking Doctrine" is an established and well delineated exception to the requirement that searches and seizures must be conducted pursuant to prior approval by a court.

    - The community caretaking doctrine allows the local governmental agency to impound only where necessary to ensure that the location or operation of vehicles does not jeopardize the public safety. The impound of a vehicle under the Community Caretaking Doctrine may only occur if the vehicle presents a traffic hazard or public safety concern and the driver cannot lawfully operate the vehicle to move it to a safe location.

    - The Community Caretaking Doctrine recognizes law enforcement officers perform many community functions apart from investigating crime and officers are "expected to aid those in distress, combat actual hazards, prevent potential hazards from materializing, and provide an infinite variety of services to preserve and protect community safety." *U.S. v. Rodriguez-Morales* (1st Cir. 1991) 929 F.2d 780, 784-785.

    - "The authority of police to seize and remove from the streets vehicles impeding traffic or threatening public safety and convenience is beyond challenge." (*South Dakota v. Opperman* (1976) 428 U.S. 364, 369 [49 L. Ed. 2d 1000, 96 S. Ct. 3092].)." *People v. Quick* (2016) 5 Cal.App.5th 1006, 1010.

  - "In the role of 'community caretaker,' peace officers may impound vehicles that jeopardize public safety and the efficient movement of vehicular traffic. (Citations Omitted). Factors relevant to whether a particular impoundment is justified include the location of the vehicle and the likelihood it will create a hazard to other drivers or be a target of vandalism or theft." *Halajian v. D & B Towing* (2012) 209 Cal.App.4th 1, 15.

  - Local government agencies may impound a vehicle being driven by an unlicensed driver under *Vehicle Code* §22651, where the impound is supported by a "community caretaking function," and not simply to deprive the driver of use of the vehicle such as when moving the vehicle will facilitate the free flow of traffic. *People v. Torres* (2010) 188 Cal.App.4th 775, 787. Removal and storage of the vehicle is warranted because a person who lacks a valid driver's license may not lawfully operate the vehicle so as to move it away from a public location.

  - As the Ninth Circuit has explained: "An impoundment may be proper under the community caretaking doctrine if the driver's violation of a vehicle regulation prevents the driver from lawfully operating the vehicle, and also if it is necessary to remove the vehicle from an exposed or public location. [Citations.] The violation of a traffic regulation justifies impoundment of a vehicle if the driver is unable to remove the vehicle from a public location without continuing its illegal operation." *Miranda v. City of Cornelius* (9th Cir. 2005) 429 F.3d 858, 865.)

Vehicle Code §22650 et seq., already provides necessary restrictions to the circumstances under which unattended vehicles may be towed, sets the fees and fines that can be charged, and, importantly, establishes due process requirements for notifying registered owners and interested parties that a vehicle has been towed and impounded.

- Section 22650 provides that is unlawful to remove any unattended vehicle from a highway to a garage or to any other place, except as provided by state law.

- Section 22651 specifies the limited circumstances under which a vehicle may be removed from public streets or highways by a local governmental agency enforcing parking restrictions.

  - Other situations permitting removal and storage of vehicles are contained in *Vehicle Code* §§22651.5 through 22659.

- Section 22852 provides protection to registered owners and interested parties from having their vehicles towed and stored improperly by requiring an expeditious post-storage impound hearing to provide them with an opportunity for a "post-storage hearing" to determine the validity of the impoundment. The hearing procedure provided by *Vehicle Code* §22852, adequately reconciles the competing interests of the parties: the registered owner's interest in avoiding the cost and disruption entailed by impoundment of one's vehicle; the risk of erroneous deprivation given the straightforward nature of most of the determinant factors; and the governmental interest in efficiently and effectively promoting public safety by removing from public streets unattended vehicles that create a hazard, impede the free flow of traffic, and/or might be a target of vandalism or theft, as well as keeping dangerous drivers off the road.

  - "The Due Process Clause does not require pre-deprivation notice and a hearing before the towing and impoundment from public streets of vehicles for parking or traffic violations. (Citations Omitted) Furthermore, *Vehicle Code* sections 22650 and 22852 . . . which provide for a prompt postdeprivation hearing, comply with procedural due process standards. (Citations Omitted)." *Waters v. Hollywood Tow Serv.* (C.D.Cal. July 27, 2010, No. CV 07-7568 CAS (AJW)) 2010 U.S.Dist.LEXIS 93091, at *52.

- The car owner's right to an administrative hearing [*Veh. Code* § 22852] coupled with the impounding agency's statutory burden of proving the ground for impoundment [*Veh. Code* § 22650 (a)] are sufficient to comply with due process. *Thompson v. City of Petaluma* (2014) 231 Cal.App.4th 101, 107.

Vehicle Code §22650 does not broadly sanction the summary removal of a vehicle for any parking violation. Rather, seizure is only authorized when an illegally parked vehicle creates a hazard or constitutes an obstruction to traffic. *Vehicle Code* §§22651(a), (b). Even when a vehicle does constitute such a hazard, removal is authorized only when it is impractical to move the vehicle to a safe location. *Vehicle Code* §§22651(d), (e). *Kash Enterprises, Inc. v. Los Angeles* (1977) 19 Cal.3d 294, 311-312. "California courts have never permitted police to impound vehicles at will and, in fact, regularly scrutinize even statutorily-authorized vehicle seizures. See, e.g., *People v. Aguilar*, 279 Cal. Rptr. 246, 249 (Cal. Ct. App. 1991) (illegal to impound a vehicle for the purpose of conducting an investigatory search); *People v. Landa*, 106 Cal. Rptr. 329, 331-32 (Cal. Ct. App. 1973) (even where § 22651 authorizes police to impound a vehicle after arresting the driver, it is improper to do so when circumstances do not necessitate police custody of the vehicle); *People v. Nagel*, 95 Cal. Rptr. 129, 131-33 (Cal. Ct. App. 1971) (same); *People v. Andrews*, 85 Cal. Rptr. 908, 914 (Cal. Ct. App.) ("the impoundment must be in good faith for a recognized and proper purpose; it may not be used as a device to circumvent Fourth Amendment rights"), cert. denied, 400 U.S. 908 (1970)." *Segura v. Block* (9th Cir. Oct. 28, 1993, No. 91-55828) 1993 U.S. App. LEXIS 28828, at *6-7.

Given the existing laws already contain due process requirements and provides many reasonable exceptions where a registered owner may retrieve a vehicle from impoundment, this bill is unnecessary. For the reasons stated, OPGLA is strongly opposed to AB 2876. Thank you for considering our views on this legislation.

Sincerely,

Eric W. Rose
Executive Director

Cc: Honorable Mitchell Englander, Chair, Los Angeles City Council Public Safety Committee
Honorable Mike Bonin, Chair, Los Angeles City Council Transportation Committee
Charlie Beck, Los Angeles Police Chief
Richard Tefank, Executive Director Los Angeles Police Commission
Seleta Reynolds, General Manager, Los Angeles Department of Transportation
Brian Hale, Chief, Parking Enforcement & Traffic Control, Department of Transportation

Subject: AMVETS Welcome Home Program December 2017
From: Karina Guzman <karina@teamamvets.com>
Date: 1/2/2018, 12:22 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, Craig Joyce <CraigJ@ePath.org>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Charles.Selby@va.gov" <Charles.Selby@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Marlene.McCraw-Brewster@va.gov" <Marlene.McCraw-Brewster@va.gov>, "Rosemary.Conn@va.gov" <Rosemary.Conn@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Cascio, Tracy (Tracy.Cascio@va.gov)" <Tracy.Cascio@va.gov>, "Roberta.Rosenthal@va.gov" <Roberta.Rosenthal@va.gov>, "teresa.guardadodavis@va.gov" <teresa.guardadodavis@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, "Matthew Doherty" <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Fischer, Donna M." <Donna.Fischer@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, "Jeremy Sidell" <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Shelby Bollenbacher <ShelbyB@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "charlie.lonon@va.gov" <charlie.lonon@va.gov>, Houa Vue <sgtvue@gmail.com>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk'

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CC: Karina Guzman <karina@teamamvets.com>

Hello VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve 60 Veterans in the month of December.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new mattresses, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at www.teamamvets.com/donation OR at https://teamamvets.funraise.org/

Total No. Veterans Served December 2017	**60**
Total No. of Veterans Served Nov. 2012 to Date	**3,906**
Total # Items Delivered	**49,743**
VALUE of delivered items	**$1,888,667**
Welcome Home Delivery Waitlist · **Fresno – 5**	**113 Veterans waiting for**

· **Long Beach – 1** · **Orange County – 1** · **San Diego – 47** · **Greater Los Angeles – 59**	**furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

“Committed To Serve…Those Who Served” ®

TEAM AMVETS
Department of California Service Foundation

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Attachments:

December Dashboard.pdf	522 KB
December Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	567 KB

Subject: Fwd: Community Outreach Request
From: Bree Breckenridge <bree.breckenridge@lacity.org>
Date: 1/11/2018, 4:08 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

---------- Forwarded message ----------
From: **Jennifer Fletes** <JFletes@lachamber.com>
Date: Thu, Jan 11, 2018 at 1:15 PM
Subject: Community Outreach Request
To: "Bree.Breckenridge@lacity.org" <Bree.Breckenridge@lacity.org>

Good afternoon Bree,

I hope you had a great break and that your new year is going great!

I'm contacting you to ask if you would be able to help us out again to promote our last Super Saturday event which will be held on February 3rd.

I've attached a toolkit (as a zip file) to this e-mail. It includes a document with sample text based on different outreach handles and 2 flyers- feel free to create your post based on your own preference.

If you would like anything else from us, please don't hesitate to ask me.

Thank you, in advance, for any of your help.

kind regards,

Jennifer Fletes-Galindo | Intern, Cash for College
LOS ANGELES AREA CHAMBER OF COMMERCE, **UNITE-LA**
350 S. Bixel St. | Los Angeles, CA 90017
Ph: 213.580.7549 | Fax: 213.482.0814
jfletes@lachamber.com | www.lachamber.com | www.unitela.com

--

Bree Breckenridge
Communications Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember President
Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Attachments:

Cash for College - Super Saturday Media Toolkit.zip	2.7 MB

Subject: Fwd: Nice job on KFI
From: Mitchell Englander <mitch@englander.la>
Date: 1/12/2018, 6:19 PM
To: Colin Sweeney <Colin.Sweeney@lacity.org>

-------- Original message --------
From: Eric Rose <eric@ekapr.com>
Date: 1/12/18 6:01 PM (GMT-08:00)
To: Mitch Englander <Mitch@Englander.LA>
Subject: Nice job on KFI

L.A. residents are not happy with new trash pickup service

https://kfiam640.iheart.com/featured/john-and-ken/content/2018-01-12-la-residents-are-not-happy-with-new-trash-pickup-service/

KFI's Featured Segments

Click on the link above and scroll down to the bottom to hear the segment with Mitch.

Many L.A. residents are fed up with the city of Los Angeles' new trash pickup deal called RecycLA. In fact, there have been more than 28,000 complaints filed by residents. 28,000! The pickups are late, the prices have gone through the roof, the whole thing is a gigantic scam brought to you by Mayor Eric Garcetti.

L.A. Councilman Mitch Englander joined us this afternoon to address the program's problems and what's being done about them.

(1/12) - LA Councilman Mitch Englander on new LA trash pickup scam

January 12, 2018•7 min

KFI's Featured Segments

Eric W. Rose, Partner

Englander Knabe & Allen

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

O: 213.741.1500 X 525

C. 805.624.0572

www.EKAPR.com

Twitter: @EricWRose

Subject: Re: STATEMENT: Councilmember Englander on the Retirement of LAPD Chief Charlie Beck
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 1/19/2018, 2:38 PM
To: Carol Lawrence <clawrence@labusinessjournal.com>

This morning. It started at 11 am

On Fri, Jan 19, 2018 at 2:25 PM, Carol Lawrence <clawrence@labusinessjournal.com> wrote:

> Ok, thanks Colin. We got the Twitter post. When was the press conference?
>
> *Thanks,*
>
> *Carol Lawrence*
>
> *Managing editor, Los Angeles Business Journal*
>
> *O: 323-556-8328*
>
> *C: 973-919-7214*
>
> *clawrence@labusinessjournal.com*
>
> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]
> **Sent:** Friday, January 19, 2018 2:13 PM
> **To:** Carol Lawrence <clawrence@labusinessjournal.com>
> **Subject:** Re: STATEMENT: Councilmember Englander on the Retirement of LAPD Chief Charlie Beck
>
> Hi Carol,
>
> I haven't seen a release from LAPD yet. It was announced at a press conference and via twitter.
>
> C
>
> On Fri, Jan 19, 2018 at 12:46 PM, Carol Lawrence <clawrence@labusinessjournal.com> wrote:

> Colin – it's Carol Lawrence, from the San Fernando Valley Business Journal. I'm now with the LABJ (again). Do you have a press release from the LAPD on this that you can send us pls.?
>
> *Thanks,*
>
> *Carol Lawrence*
>
> *Managing editor, Los Angeles Business Journal*
>
> *O: 323-556-8328*
>
> *C: 973-919-7214*
>
> *clawrence@labusinessjournal.com*
>
> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]
> **Sent:** Friday, January 19, 2018 12:13 PM
> **Cc:** Bree Breckenridge <bree.breckenridge@lacity.org>
> **Subject:** STATEMENT: Councilmember Englander on the Retirement of LAPD Chief Charlie Beck
>
>
>

Los Angeles City Councilmember
> MITCHELL ENGLANDER
> E
> Council District 12
>
> **FOR IMMEDIATE RELEASE - January 19, 2018**
>
> **Councilmember Englander on the Retirement of LAPD Chief Charlie Beck**
>
> "Chief Charlie Beck has given a lifetime of service to the City of Los Angeles. A sworn officer since 1977, he has served with distinction and honor, overseeing the department through some of the largest reductions in violent crime in the City's history. Chief Beck has implemented reforms that have modernized the department, built trust and enhanced relationships with diverse communities, and made the LAPD a model department for cities, worldwide. I wish to thank Charlie Beck for his all he has given to our City and congratulate him and his family on a well-deserved retirement."

> - Councilmember Mitchell Englander
>
> **MEDIA CONTACT:**
> **Colin Sweeney**
> **Communications Director**
> **Cell (213) 804-5811**
> **Email: colin.sweeney@lacity.org**
>
> ###
>
> --
>
> **Colin Sweeney**
> **Communications Director**
> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacity.org | w: www.cd12.org**

--

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Subject: STATEMENT: Councilmember Englander on the Retirement of LAPD Chief Charlie Beck
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 1/19/2018, 12:12 PM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE - January 19, 2018

Councilmember Englander on the Retirement of LAPD Chief Charlie Beck

"Chief Charlie Beck has given a lifetime of service to the City of Los Angeles. A sworn officer since 1977, he has served with distinction and honor, overseeing the department through some of the largest reductions in violent crime in the City's history. Chief Beck has implemented reforms that have modernized the department, built trust and enhanced relationships with diverse communities, and made the LAPD a model department for cities, worldwide. I wish to thank Charlie Beck for his all he has given to our City and congratulate him and his family on a well-deserved retirement."

- Councilmember Mitchell Englander

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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE - January 19, 2018

Councilmember Englander on the Retirement of LAPD Chief Charlie Beck

"Chief Charlie Beck has given a lifetime of service to the City of Los Angeles. A sworn officer since 1977, he has served with distinction and honor, overseeing the department through some of the largest reductions in violent crime in the City's history. Chief Beck has implemented reforms that have modernized the department, built trust and enhanced relationships with diverse communities, and made the LAPD a model department for cities, worldwide. I wish to thank Charlie Beck for his all he has given to our City and congratulate him and his family on a well-deserved retirement."

- Councilmember Mitchell Englander

MEDIA CONTACT:
Colin Sweeney
Communications Director
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Email: [colin.sweeney@lacity.org]

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: Undelivered Mail Returned to Sender
From: MAILER-DAEMON@dmz-blu-gate1.stm.swissbank.com (Mail Delivery System)
Date: 1/19/2018, 12:12 PM
To: colin.sweeney@lacity.org

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This is the mail system at host dmz-blu-gate1.stm.swissbank.com.

I'm sorry to have to inform you that your message could not
be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

If you do so, please include this problem report. You can
delete your own text from the attached returned message.

                   The mail system

<Julien.dumoulin-smith@ubs.com>: host
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X-Postfix-Queue-ID: 3AB082E3CA4
X-Postfix-Sender: rfc822; colin.sweeney@lacity.org
Arrival-Date: Fri, 19 Jan 2018 15:12:55 -0500 (EST)

Final-Recipient: rfc822; Julien.dumoulin-smith@ubs.com
Original-Recipient: rfc822;Julien.dumoulin-smith@ubs.com
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in 'mfrom' identity (mechanism 'include:_spf.google.com' matched))
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Received: by 10.37.189.69 with HTTP; Fri, 19 Jan 2018 12:12:41 -0800 (PST)
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: Fri, 19 Jan 2018 12:12:41 -0800
Message-ID: <CAJfKm3=4mpJp02s-EY=ZekOzo36TS-WeUTbUoqZdsuKqSSJTzw@mail.gmail.com>
Subject: STATEMENT: Councilmember Englander on the Retirement of LAPD Chief
 Charlie Beck
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
Content-Type: multipart/related; boundary="f403043da068f6558b056326b339"
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        HTML_70_90                  0.100 Message is 70-90% HTML
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Subject: CCA Reflects: DTLA Vacancy Rate – January 2018
From: Central City Association <toh@ccala.org>
Date: 1/31/2018, 12:29 PM
To: <colin.sweeney@lacity.org>

Image

January 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region. This is our first piece of the series.

Swings in Downtown Vacancy Rate Hold Lessons for the Entire Region

By Jessica Lall, President & CEO, Central City Association

Published on Urbanize on January 26, 2018, 12:20 pm

Last September, real estate company CoStar reported that the vacancy rate for rental housing in Downtown Los Angeles had hit 12.4%, its highest point in 17 years. Questions quickly arose about the future of housing development: Was Downtown overbuilt? Was demand leveling off? Were we building housing for the right people, at the right income levels? What did this mean for the rest of the city?

Just four months later, the vacancy rate has declined to 10.3%, even as hundreds more units opened in

Downtown. These swings in the housing market may put some on edge — stirring up concerns ranging from gentrification to a cooling economy — but they can also be instructive. Below are four lessons that Central City Association has learned from these vacancy reports and our long history of advocating for Downtown employers, residents, and visitors.

First lesson: In a geographically small, rapidly urbanizing neighborhood like Downtown, large swings in the vacancy rate are to be expected. The DTLA submarket includes less than 15,000 four- and five-star rental units, meaning that opening a single 500-unit building can temporarily spike the vacancy rate by more than 3%. Four 500+ unit buildings will open Downtown in 2018 alone, and nearly 6,000 units will open this year in total.

Since 2014 the vacancy rate for four- and five-star rentals has ricocheted repeatedly between a low of 6% and a high of 16%, first rising as new units came online, then dropping as residents began to lease and move in, then climbing again as more rentals were completed, and so on. Buildings over a year old, which have had enough time to fully lease up, would be a more stable measure of the housing market. For those units, the vacancy rate is just 4.7% according to CoStar, nearly the same as the citywide average.

Second, vacancies mean that property owners must compete more fiercely to win a tenant's business. The expected result is exactly what Downtown has seen in recent months: stabilizing rents in existing apartments, and incentives like free parking and a month of free rent in new buildings. In a city where rent growth has outpaced wage growth for far too long, this is a step in the right direction.

The third takeaway is that whether the vacancy rate is high or low, we should always be looking for innovative ways to address our city's housing needs. We must build new and diverse types of housing that are affordable to the full spectrum of Angelenos, from single community college students to retirees, and from homeless individuals to families with children.

To do so, we should allow for housing types like micro-units and co-living, and eliminate out-of-date rules like those that require large average unit sizes in renovated buildings, effectively shutting out less affluent residents from living there. We should ensure that newer typologies such as live/work housing can be built affordably for middle-class renters and buyers. The city should eliminate parking requirements in accessible communities like Downtown, reducing the cost of new housing and allowing more Angelenos to live close to high-quality transit. And we should continue to invest in affordable housing and approve the Permanent Supportive Housing ordinance to expedite the creation of homes for our most vulnerable residents.

The final lesson is perhaps the most important: Housing L.A.'s residents must be a responsibility that we share with neighborhoods across the city. Although Downtown is uniquely welcoming of new residents and businesses and should continue to be the city's center for growth, it can't solve the region's housing crisis on its own. Since 1999 Downtown has accommodated 20% of the city's growth on just 1% of its land, and we are forecasted to add 125,000 additional residents over the next 20 years. In addition, nearly one-third of

Downtown's housing stock is restricted to low income residents. Every community needs to pitch in and do its part to increase housing for people at all income levels.

Vacancy rates are lowest in the nation's most expensive cities — places like San Francisco, New York, Boston and yes, Los Angeles too, despite the ups and downs of Downtown's local market. Meanwhile, places like Miami, Charlotte, and Dallas sustain consistently higher vacancy rates and dramatically more affordable homes. They do so by building housing in large numbers, not only in diverse forms but also across wide geographies. Los Angeles must find ways to do the same to continue to be a world-class city that is welcoming to all.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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This email was sent to colin.sweeney@lacity.org
why did I get this? unsubscribe from this list update subscription preferences
Central City Association · 626 Wilshire Boulevard · Suite 850 · Los Angeles, CA 90017 · USA

Subject: AMVETS Welcome Home Program January 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 2/1/2018, 11:07 AM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, Craig Joyce <CraigJ@ePath.org>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Charles.Selby@va.gov" <Charles.Selby@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Marlene.McCraw-Brewster@va.gov" <Marlene.McCraw-Brewster@va.gov>, "Rosemary.Conn@va.gov" <Rosemary.Conn@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Cascio, Tracy (Tracy.Cascio@va.gov)" <Tracy.Cascio@va.gov>, "Roberta.Rosenthal@va.gov" <Roberta.Rosenthal@va.gov>, "teresa.guardadodavis@va.gov" <teresa.guardadodavis@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, "Matthew Doherty" <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Fischer, Donna M." <Donna.Fischer@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, "Jeremy Sidell" <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Shelby Bollenbacher <ShelbyB@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "charlie.lonon@va.gov" <charlie.lonon@va.gov>, Houa Vue <sgtvue@gmail.com>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk'

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CC: Karina Guzman <karina@teamamvets.com>

Hello VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve 56 Veterans in the month of January.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new mattresses, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at www.teamamvets.com/donation OR at https://teamamvets.funraise.org/

Total No. Veterans Served January 2018	**56**
Total No. of Veterans Served Nov. 2012 to Date	**3,962**
Total # Items Delivered	**50,436**
VALUE of delivered items	**$1,912,562**
Welcome Home Delivery Waitlist · **Fresno – 1**	**101 Veterans waiting for**

Long Beach – 4 **Orange County – 1** **San Diego – 45** **Greater Los Angeles – 50**	**furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

“Committed To Serve…Those Who Served” ®

TEAM AMVETS
Department of California Service Foundation

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Attachments:

January Dashboard Revised.pdf	525 KB
January Data Tracking Revised.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	567 KB

Subject: Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
From: Jonathan Serviss <Jonathan.Serviss@entercom.com>
Date: 2/7/2018, 1:55 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Thanks so much for this Colin, just got off the phone with the Councilman who was fantastic as always.

Appreciate your help sir!

Jonathan Serviss
Producer & reporter
KNX 1070 - CBS News Radio Los Angeles - Entercom
Newsroom: 323-900-2070
Cell: 415-497-2131
jonathan.serviss@entercom.com

From: Jonathan Serviss
Sent: Wednesday, February 7, 2018 12:38 PM
To: Colin Sweeney
Subject: Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS

Our newsroom, 323-900-2070.

Jonathan Serviss
Producer & reporter
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jonathan.serviss@entercom.com

From: Colin Sweeney <colin.sweeney@lacity.org>
Sent: Wednesday, February 7, 2018 12:36 PM
To: Jonathan Serviss
Subject: Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS

What’s the call in again?out if pocket right now...

C

On Wed, Feb 7, 2018 at 12:34 PM Jonathan Serviss <Jonathan.Serviss@entercom.com> wrote:

> Thank you Colin, standing by; we don't need any advanced warning when the Councilman is available, he

> can simply call into the newsroom and ask for me, I'll be ready!
>
> **Jonathan Serviss**
> **Producer & reporter**
> **KNX 1070 - CBS News Radio Los Angeles - Entercom**
> **Newsroom: 323-900-2070**
> **Cell: 415-497-2131**
> **jonathan.serviss@entercom.com**
>
> ---
>
> **From:** Colin Sweeney <colin.sweeney@lacity.org>
> **Sent:** Wednesday, February 7, 2018 12:16 PM
> **To:** Jonathan Serviss
> **Cc:** Bree Breckenridge
> **Subject:** Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
>
> Will check and get back to you with a time that works.
>
> C
>
> On Wed, Feb 7, 2018 at 12:09 PM Jonathan Serviss <Jonathan.Serviss@entercom.com> wrote:
>
> > Hello Colin & Bree,
> >
> > Can I talk with either Councilmember Englander or Buscaino about their grand visions for major infrastructure projects leading up to the 2028 Games.
> >
> > This would be a short, taped phone interview that could happen at pretty much any point over the next several hours today; let me know what's possible and thanks so much for your help, as always.
> >
> > Best,
> > Jonathan
> >
> > **Jonathan Serviss**
> > **Producer & reporter**
> > **KNX 1070 - CBS News Radio Los Angeles - Entercom**
> > **Newsroom: 323-900-2070**
> > **Cell: 415-497-2131**
> > **jonathan.serviss@entercom.com**
> >
> > ---
> >
> > **From:** Colin Sweeney <colin.sweeney@lacity.org>
> > **Sent:** Wednesday, February 7, 2018 11:00 AM
> > **Cc:** Bree Breckenridge
> >
> > **Subject:** RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS

FOR IMMEDIATE RELEASE - February 7, 2018

Councilmembers Englander & Buscaino Introduce Expedited Infrastructure Plan in Run-Up to 2028 Olympics

LOS ANGELES - Councilmembers Mitchell Englander and Joe Buscaino introduced legislation today to expedite the usage of existing voter and legislature approved revenues to fund major infrastructure improvements to L.A.'s streets and sidewalks.

"With the Olympics only 10 years away, we need a plan now detailing how we're going to get our City's infrastructure in shape for the games," Councilmember Englander said. "The voters of Los Angeles have given us an incredible opportunity to fix our broken streets and sidewalks and to do so in a timely manner. The revenues are there, it's up to us to make a game plan and execute."

"By accelerating the repair our broken streets and sidewalks, we also create the opportunity to simultaneously fix other areas of failing infrastructure including water mains, sewers, and the high injury network," said Councilman Joe Buscaino. "Whether you use public transportation, bike, walk, or drive, everyone uses LA streets and sidewalks. Any delay in repairing our streets will only lead to more injuries and deaths, and much higher construction costs which decrease the number of improvements. Now that we have the money, let's get to work!"

Currently, 38 percent of L.A. streets have a D or F rating and more than 8,700 lane miles of streets in the City need rehabilitation. Moreover, the City Council only recently passed a framework to start fixing the City’s crumbling and buckled sidewalks. These infrastructure improvements will cost millions of dollars that the City does not currently have. Meanwhile, the cost of labor continues to increase and the City continues to pay out millions in lawsuit settlements for injuries caused by poor streets and sidewalks. Furthermore, L.A. residents spend an estimated additional $900 annually in car maintenance due to the poor condition of roads.

In 2014, Save Our Streets LA (SOSLA) was published and presented to Council as a blueprint to front fund infrastructure investments throughout the city. While the SOSLA proposal considered creating new revenue streams, recently enacted policies such as Measure M Local Return and Senate Bill 1 present the City with options not available in 2014 to front finance and expedite massive infrastructure projects. By borrowing against future revenues, we not only speed up the improvements at no additional cost to the taxpayer, we ultimately save taxpayer dollars by preventing the further deterioration of streets and sidewalks which would otherwise increase the cost of repairs.

The motion filed today instructs the office of the Chief Legislative Analyst and Chief Administrators Office to report to Council with options to fund crucial street and sidewalk infrastructure improvements

> > in advance of the 2028 Olympic Games.
> >
> > **MEDIA CONTACT:**
> > **Colin Sweeney**
> > **Communications Director**
> > **Cell (213) 804-5811**
> > **Email:** colin.sweeney@lacity.org
> >
> > **###**
> >
> > --
> >
> > **Colin Sweeney**
> > **Communications Director**
> > **Councilmember Mitchell Englander**
> > **Los Angeles City Councilmember President Pro Tempore**
> > **Twelfth District**
> > **City Hall:**
> > **213-473-7012**
> > **Community Service Center:**
> > **818-882-1212**
> > **e:**
> > Councilmember.Englander@lacity.org
> > **| w:**
> > www.cd12.org
>
> --
> Sent using Federation Communicator

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Sent using Federation Communicator

Subject: Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
From: "Julie Walmsley" <jawalmsley@gmail.com>
Date: 2/7/2018, 11:00 AM
To: colin.sweeney@lacity.org

Hello,

Thank you for your message.

If you are a publicist, note that I no longer write for Inc. and don't have the bandwidth for new pitches for a few weeks. I do still skim them all each Friday, but set them aside for future coverage and can't pick up anything with an immediate news peg.

Everyone else, I am catching up on everything work and personal after finally reducing my workload. I usually respond to emails within 48 hours. I appreciate your patience.

With thanks,
Julie

--

JULIE WALMSLEY

JAWalmsley@gmail.com

424.249.0200

Twitter: @JWalmsleyJourno

Skype: julie.a.walmsley

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PO Box 65651

Los Angeles CA 90065

Subject: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 2/7/2018, 11:00 AM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE - February 7, 2018

Councilmembers Englander & Buscaino Introduce Expedited Infrastructure Plan in Run-Up to 2028 Olympics

LOS ANGELES - Councilmembers Mitchell Englander and Joe Buscaino introduced legislation today to expedite the usage of existing voter and legislature approved revenues to fund major infrastructure improvements to L.A.'s streets and sidewalks.

"With the Olympics only 10 years away, we need a plan now detailing how we're going to get our City's infrastructure in shape for the games," Councilmember Englander said. "The voters of Los Angeles have given us an incredible opportunity to fix our broken streets and sidewalks and to do so in a timely manner. The revenues are there, it's up to us to make a game plan and execute."

"By accelerating the repair our broken streets and sidewalks, we also create the opportunity to simultaneously fix other areas of failing infrastructure including water mains, sewers, and the high injury network," said Councilman Joe Buscaino. "Whether you use public transportation, bike, walk, or drive, everyone uses LA streets and sidewalks. Any delay in repairing our streets will only lead to more injuries and deaths, and much higher construction costs which decrease the number of improvements. Now that we have the money, let's get to work!"

Currently, 38 percent of L.A. streets have a D or F rating and more than 8,700 lane miles of streets in the City need rehabilitation. Moreover, the City Council only recently passed a framework to start fixing the City’s crumbling and buckled sidewalks. These infrastructure improvements will cost millions of dollars that the City does not currently have. Meanwhile, the cost of labor continues to increase and the City continues to pay out millions in lawsuit settlements for injuries caused by poor streets and sidewalks. Furthermore, L.A. residents spend an estimated additional $900 annually in car maintenance due to the poor condition of roads.

In 2014, Save Our Streets LA (SOSLA) was published and presented to Council as a blueprint to front fund infrastructure investments throughout the city. While the SOSLA proposal considered creating new revenue streams, recently enacted policies such as Measure M Local Return and Senate Bill 1 present the City with options not available in 2014 to front finance and expedite massive infrastructure projects. By borrowing against future revenues, we not only speed up the improvements at no additional cost to the taxpayer, we ultimately save taxpayer dollars by preventing the further deterioration of streets and sidewalks which would otherwise increase the cost of repairs.

The motion filed today instructs the office of the Chief Legislative Analyst and Chief Administrators Office to report to Council with options to fund crucial street and sidewalk infrastructure improvements in advance of the 2028 Olympic Games.

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Communications Director
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Email: colin.sweeney@lacity.org

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Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: Undelivered Mail Returned to Sender
From: MAILER-DAEMON@dmz-blu-gate1.stm.swissbank.com (Mail Delivery System)
Date: 2/7/2018, 11:00 AM
To: colin.sweeney@lacity.org

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This is the mail system at host dmz-blu-gate1.stm.swissbank.com.

I'm sorry to have to inform you that your message could not
be delivered to one or more recipients. It's attached below.

For further assistance, please send mail to postmaster.

If you do so, please include this problem report. You can
delete your own text from the attached returned message.

                   The mail system

<Julien.dumoulin-smith@ubs.com>: host
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Arrival-Date: Wed,  7 Feb 2018 14:00:52 -0500 (EST)

Final-Recipient: rfc822; Julien.dumoulin-smith@ubs.com
Original-Recipient: rfc822;Julien.dumoulin-smith@ubs.com
Action: failed
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From: Colin Sweeney <colin.sweeney@lacity.org>
Date: Wed, 7 Feb 2018 11:00:34 -0800
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Subject: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED
 INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
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        HTML_50_70                 0.100 Message is 50-70% HTML
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10k
        BODYTEXTH_SIZE_3000_MORE   0.000 Body size of the text/html part is more than 3K
        BODY_SIZE_10000_PLUS       0.000 Message body size is 10000 bytes or more
        DATE_TZ_NA                 0.000 North American timezone -0400 to -0800
        DKIM_SIGNATURE             0.000 DKIM_Signature
        JPG_SPAMMY_Y_RESOLUTION    0.000 JPEG metadata has one of the common spammy
YResolutions
        MISSING_HEADERS            0.000 Missing To: header
        SINGLE_IMG_ATTACH          0.000 Message contains a single attached image
        TO_MALFORMED               0.000 To: has a malformed address
        WEBMAIL_SOURCE             0.000 message appears to come from a webmail service
```

Subject: Re: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS
From: Jack Humphreville <JackH@TargetMediaPartners.com>
Date: 2/8/2018, 8:27 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

Understand. But look at the upcoming budget and where this money is going.

Sent from my iPad

On Feb 8, 2018, at 8:04 AM, Colin Sweeney <colin.sweeney@lacity.org> wrote:

> The mayor cannot appropriate, only council can.
>
> On Thu, Feb 8, 2018 at 7:41 AM Jack Humphreville <JackH@targetmediapartners.com> wrote:
>
>> Thanks.
>>
>> Good idea. But has Eric already allocated the gas tax and local return money to other uses.
>>
>> Sent from my iPad
>>
>> On Feb 8, 2018, at 7:08 AM, Colin Sweeney <colin.sweeney@lacity.org> wrote:
>>
>>> 15-0989-S4
>>>
>>> On Thu, Feb 8, 2018 at 6:52 AM Jack Humphreville <JackH@targetmediapartners.com> wrote:
>>>
>>>> What is the Council File number?
>>>>
>>>> Thank you.
>>>>
>>>> Jack Humphreville
>>>>
>>>> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]

Sent: Wednesday, February 7, 2018 11:01 AM
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>

Subject: RELEASE: COUNCILMEMBERS ENGLANDER & BUSCAINO INTRODUCE EXPEDITED INFRASTRUCTURE PLAN IN RUN-UP TO 2028 OLYMPICS

FOR IMMEDIATE RELEASE - February 7, 2018

Councilmembers Englander & Buscaino Introduce Expedited Infrastructure Plan in Run-Up to 2028 Olympics

LOS ANGELES - Councilmembers Mitchell Englander and Joe Buscaino introduced legislation today to expedite the usage of existing voter and legislature approved revenues to fund major infrastructure improvements to L.A.'s streets and sidewalks.

"With the Olympics only 10 years away, we need a plan now detailing how we're going to get our City's infrastructure in shape for the games," Councilmember Englander said. "The voters of Los Angeles have given us an incredible opportunity to fix our broken streets and sidewalks and to do so in a timely manner. The revenues are there, it's up to us to make a game plan and execute."

"By accelerating the repair our broken streets and sidewalks, we also create the opportunity to simultaneously fix other areas of failing infrastructure including water mains, sewers, and the high injury network," said Councilman Joe Buscaino. "Whether you use public transportation, bike, walk, or drive, everyone uses LA streets and sidewalks. Any delay in repairing our streets will only lead to more injuries and deaths, and much higher construction costs which decrease the number of improvements. Now that we have the money, let's get to work!"

Currently, 38 percent of L.A. streets have a D or F rating and more than 8,700 lane miles of streets in the City need rehabilitation. Moreover, the City Council only recently passed a framework to start fixing the City’s crumbling and buckled sidewalks. These infrastructure improvements will cost millions of dollars that the City does not currently have. Meanwhile, the cost of labor continues to increase and the City continues to pay out millions in lawsuit settlements for injuries caused by poor streets and sidewalks. Furthermore, L.A. residents spend an estimated additional $900 annually in car maintenance due to the poor condition of roads.

In 2014, Save Our Streets LA (SOSLA) was published and presented to Council as a blueprint to front fund infrastructure investments throughout the city. While the SOSLA proposal considered creating new revenue streams, recently enacted policies such as Measure M Local Return and Senate Bill 1 present the City with options not available in 2014 to front finance and expedite massive infrastructure projects. By borrowing against future revenues, we not only speed up the improvements at no additional cost to the taxpayer, we ultimately save taxpayer dollars by preventing the further deterioration of streets and sidewalks which would otherwise increase the cost of repairs.

The motion filed today instructs the office of the Chief Legislative Analyst and Chief Administrators Office to report to Council with options to fund crucial street and sidewalk infrastructure improvements in advance of the 2028 Olympic Games.

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: colin.sweeney@lacity.org

###

--

Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

> > --
> > Sent using Federation Communicator
>
> --
> Sent using Federation Communicator

Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/9/2018, 8:59 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

---------- Forwarded message ----------
From: **Stacy Lona** <stacy.lona@airbnb.com>
Date: Mon, Oct 23, 2017 at 6:29 PM
Subject: Re: North Valley YMCA Letter and sponsor form
To: Stephanie Uy <stephanie.uy@lacity.org>
Cc: Tamara Alrwais <tamara.alrwais@airbnb.com>

Hi Stephanie,

I will go ahead and submit a request for vouchers in the amount you described above. Once the request is processed, the vouchers will be sent to you via PDF as both public facing versions and private versions with a one-time use code. Please let me know if you have any questions.

Thank you,

Stacy Lona
Program Coordinator
Los Angeles
(626) 543-3181

On Fri, Oct 20, 2017 at 1:27 PM, Stephanie Uy <stephanie.uy@lacity.org> wrote:

> Hi Stacy,
>
> Thanks for the email. We would like to request four $500 vouchers for a total of $2000 in vouchers. Is that something you can do?
>
> Best,
>
> On Fri, Oct 20, 2017 at 1:05 PM, Stacy Lona <stacy.lona@airbnb.com> wrote:
>
>> Hi Stephanie,
>>
>> Happy to process this sponsorship on behalf of Airbnb. I wanted to follow up with John's question before proceeding. Is there an opportunity to do a split donation/voucher? Please let me know if there are any logo or ad deadlines that we should be aware of.

> > Thanks in advance,
> >
> > Stacy Lona
> > Program Coordinator
> > Los Angeles
> > (626) 543-3181
> >
> > On Wed, Oct 18, 2017 at 4:58 PM, John Choi <john.j.choi@gmail.com> wrote:
> >
> > > Team,
> > >
> > > We are committing $2000 towards this event. I am waiting on the organizers to get back to on whether they would prefer travel coupons to reach this amount or some combo of check and vouchers.
> > >
> > > In the meantime, can we begin processing paperwork and get in touch with Stephanie below regarding our logo (and ad placement if available)
> > >
> > > thx
> > >
> > > ---------- Forwarded message ----------
> > > From: **Stephanie Uy** <stephanie.uy@lacity.org>
> > > Date: Wed, Oct 4, 2017 at 2:44 PM
> > > Subject: North Valley YMCA Letter and sponsor form
> > > To: John Choi <john.j.choi@gmail.com>
> > >
> > > Hi John,
> > >
> > > Attached is the sponsorship form with the various sponsorship levels. I will ask about the split of donation/voucher.
> > >
> > > Thank you!
> > >
> > > ---------- Forwarded message ---------
> > > From: Stanton, Jane <JaneStanton@ymcala.org>
> > > Date: Thu, Aug 17, 2017 at 5:13 PM
> > > Subject: Letter and sponsor form
> > > To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch

(Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L. <DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

Thank you Councilmember Mitchell Englander for Chairing this very special dinner again to help our YMCA. Many thanks to your staff and the committee volunteers for serving on the committee. This is a very special night and your hard make it wonderful for everyone who attends and certainly the children and families that benefit from it!

Here is the letter and sponsor form that will be mailed out August 21. Please share this with your contact list. Again, thank you so much for your help and support.

Jane Stanton

Executive Director/VP

NORTH VALLEY FAMILY YMCA AT PORTER RANCH

11336 Corbin Avenue, Porter Ranch, CA 91326

(P) 818 368 3231, (DIRECT) 818 271 5053, (C) 818 516 2223

(E) Janestanton@ymcaLA.org (W) www.ymcaLA.org/nv

The Y: We're for youth development, healthy living and social responsibility.

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> > > immediately and delete all copies of this communication, including attachments, in their entirety, whether in electronic or hard copy format, without reading them or saving them.
> > >
> > > --
> > >
> > > **Stephanie L. Uy**
> > > **Legislative Deputy**
> > > **Councilmember Mitchell Englander**
> > > **Los Angeles City Councilmember President**
> > > **Pro Tempore**
> > > **Twelfth District**
> > > **City Hall: 213-473-7012**
> > > **Community Service Center: 818-882-1212**
> > > **e: Councilmember.Englander@lacity.org | w: www.cd12.org**
> > >
> > > --
> > >
> > > John

> --
>
> **Stephanie L. Uy**
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Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/9/2018, 8:53 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

is this what you were looking for?

---------- Forwarded message ----------
From: **Stephanie Uy** <stephanie.uy@lacity.org>
Date: Wed, Oct 4, 2017 at 2:44 PM
Subject: North Valley YMCA Letter and sponsor form
To: John Choi <john.j.choi@gmail.com>

Hi John,

Attached is the sponsorship form with the various sponsorship levels. I will ask about the split of donation/voucher.

Thank you!

---------- Forwarded message ---------
From: Stanton, Jane <JaneStanton@ymcala.org>
Date: Thu, Aug 17, 2017 at 5:13 PM
Subject: Letter and sponsor form
To: Brenton Tesler <brentontesler24@gmail.com>, Cindy. Varela@Lacity. Org (cindy.varela@lacity.org) <cindy.varela@lacity.org>, Dailey, Sydney (SYDNEY@GREERDAILEY.COM) <SYDNEY@greerdailey.com>, Englander, Mitch (Councilmember.Englander@lacity.org) <Councilmember.Englander@lacity.org>, Eric Moody (eric.moody@lacity.org) <eric.moody@lacity.org>, Frank Su (fsu@tollbrothers.com) <fsu@tollbrothers.com>, Hannah Lee (sunshiney26@gmail.com) <sunshiney26@gmail.com>, Hasson, Dave (pic6dave@hotmail.com) <pic6dave@hotmail.com>, Jeffrey S. McConnell (Jeff@ekapr.com) <Jeff@ekapr.com>, Jessica Strobel <jessica.strobel@lacity.org>, John Lee (jdlee813@gmail.com) <jdlee813@gmail.com>, Ken Sampson (kennethsampson@hotmail.com) <kennethsampson@hotmail.com>, Martinez, Samantha (smartinez@kindelgagan.com) <smartinez@kindelgagan.com>, Mayer, Deborah L. <DeborahMayer@ymcala.org>, Nicole Bernson (nicole.bernson@lacity.org) <nicole.bernson@lacity.org>, Ron Rubine (ron.rubine@lacity.org) <ron.rubine@lacity.org>, Stanton, Jane <JaneStanton@ymcala.org>, Stephanie Uy (stephanie.Uy@lacity.org) <stephanie.Uy@lacity.org>

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Attachments:

17 booster sponsor formV2.pdf	114 KB
2017 Booster Mitchell Englander letter.pdf	76.2 KB

Subject: Fwd: North Valley YMCA Letter and sponsor form
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 2/13/2018, 7:11 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

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Date: Fri, Feb 9, 2018 at 8:59 AM
Subject: Fwd: North Valley YMCA Letter and sponsor form
To: Colin Sweeney <colin.sweeney@lacity.org>

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Date: Mon, Oct 23, 2017 at 6:29 PM
Subject: Re: North Valley YMCA Letter and sponsor form
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Cc: Tamara Alrwais <tamara.alrwais@airbnb.com>

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Stacy Lona
Program Coordinator
Los Angeles
(626) 543-3181

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Subject: Letter and sponsor form
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Executive Director/VP

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Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember President
Pro Tempore
Twelfth District
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--

John

--

Stephanie L. Uy
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e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: Re: RELEASE: COUNCILMEMBER ENGLANDER INTRODUCES MOTION FOR RECYCLA EXIT PLAN
From: John Schwada <john.schwada@gmail.com>
Date: 2/13/2018, 12:48 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Colin - No insult intended but I wish to be removed from your email list. Thank you.

John

John Schwada - MediaFix Associates
john.schwada@gmail.com
310 709-0056 m
310 597-9345 w

On Tue, Feb 13, 2018 at 11:35 AM, Colin Sweeney <colin.sweeney@lacity.org> wrote:

>
>

Los Angeles City Councilmember
> MITCHELL ENGLANDER
> Council District 12
>
> **FOR IMMEDIATE RELEASE - February 13, 2018**
>
> **Councilmember Englander Introduces Motion for RecycLA Exit Plan**
>
> LOS ANGELES - Councilmember Mitchell Englander introduced legislation today to establish a process for the City to exit the troubled Exclusive Waste Franchise otherwise known as RecycLA. The motion was seconded by Councilmember Paul Krekorian.
>
> "RecycLA is failing to deliver the basic city service of reliable trash pickup," said Councilmember Mitchell Englander. "The waste haulers have had more than enough opportunity to work out the difficulties of the transition yet our constituents remain overcharged and underserved. There comes a time when we must recognize that the fault lies not with the service providers but with the program itself. Rather than persist in error, it's time for the City to clean up this mess."
>
> “From the mountain of complaints and trash piling up across the city, it has become all too clear that the waste haulers are not holding up their end of the bargain with the city,” said Councilmember Paul Krekorian, chair of the Budget and Finance Committee. “We expect a higher level of performance from them across the board. This motion today puts the haulers on notice that we’re ready to do whatever it takes to hold them accountable and ensure a higher level of service for customers.”
>
> RecycLA was purportedly established in order to move towards the City's Zero Waste Goals, improve air quality, and reduce traffic congestion. However, the program's implementation has brought disastrous challenges and shortcomings.

In the six months since the initial rollout, City Council offices have been inundated with phone calls and complaints from property managers, business owners, and residents all with concerns regarding the failures of the RecycLA program. Common complaints include confusion and frustration regarding new fees, over-charging and inaccurate billing, frequent and repeated missed pickups, and poor customer service from waste haulers. Missed collections have led to substantial health risks and citations from the LA County Department of Health. Moreover, many residents have complained of their rates skyrocketing up to 400% more than previous rates. There are currently 28,000 service complaints. For perspective, there are 80,000 accounts citywide.

The motion filed today instructs the City Attorney to report back to Council regarding the actions necessary to exit the Exclusive Waste Franchise.

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: colin.sweeney@lacity.org

###

--

Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 2/14/2018, 11:23 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

--

Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Attachments:

presslist.docx	30.6 KB

Subject: Updated Press list
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 2/14/2018, 12:03 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

--

Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Attachments:

presslist.docx	30.1 KB

Subject: Warning: message 1elgNX-0001Rl-QB delayed 48 hours
From: Mail Delivery System <Mailer-Daemon@srv2.bnonews.com>
Date: 2/15/2018, 11:40 AM
To: colin.sweeney@lacity.org

```
This message was created automatically by mail delivery software.
A message that you sent has not yet been delivered to one or more of its
recipients after more than 48 hours on the queue on srv2.bnonews.com.

The message identifier is:     1elgNX-0001Rl-QB
The date of the message is:    Tue, 13 Feb 2018 11:35:55 -0800
The subject of the message is: RELEASE: COUNCILMEMBER ENGLANDER INTRODUCES MOTION FOR
RECYCLA EXIT PLAN

The address to which the message has not yet been delivered is:

  michaelnews@bnonews.com
    (ultimately generated from cadoj@bnonews.com)

No action is required on your part. Delivery attempts will continue for
some time, and this warning may be repeated at intervals if the message
remains undelivered. Eventually the mail delivery software will give up,
and when that happens, the message will be returned to you.
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Reporting-MTA: dns; srv2.bnonews.com

Action: delayed
Final-Recipient: rfc822;michaelnews@bnonews.com
Status: 4.0.0
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        (Exim 4.89)
        (envelope-from <colin.sweeney@lacity.org>)
        id 1elgNX-0001Rl-QB
        for cadoj@bnonews.com; Tue, 13 Feb 2018 20:36:35 +0100
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MIME-Version: 1.0
Received: by 10.37.174.80 with HTTP; Tue, 13 Feb 2018 11:35:55 -0800 (PST)
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: Tue, 13 Feb 2018 11:35:55 -0800
Message-ID: <CAJfKm3=XF3Tx8Aid+uuZwbMdzOB88FeqUmobpTtOdx5tdpVqzA@mail.gmail.com>
Subject: RELEASE: COUNCILMEMBER ENGLANDER INTRODUCES MOTION FOR RECYCLA EXIT PLAN
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
Content-Type: multipart/related; boundary="94eb2c0815b47a598105651d1aad"
Bcc: cadoj@bnonews.com
```

Subject: CCA Reflects: Working Together to End Homelessness - February 2018
From: Central City Association <toh@ccala.org>
Date: 2/27/2018, 11:52 AM
To: <colin.sweeney@lacity.org>

Image

February 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Working Together to End Homelessness

We all know that our region is in a homelessness crisis, an issue which clearly shows that we are struggling to meet our collective moral, health, political and economic responsibilities. It is a complex problem that intersects with housing affordability, mental illness, addiction and the criminal justice system. Ending homelessness is the most important challenge we face, and we are pleased to see the breadth of media coverage in the last few months underscoring the need to solve the growing crisis.

The results of the annual Greater Los Angeles Homeless Count will be coming out soon and will likely show a further growth in our homelessness population. And we are eager for results from Loyola Marymount University's annual poll called Forecast LA to see how the public feels about the future of our city.

Homelessness is truly a complicated issue that crosses Department lines, jurisdictions and leadership. That's why United Way's *Everyone In* campaign, which is powered by a diverse coalition, is so important. We are hopeful about the recent action by Councilmembers who committed to backing supportive housing for homeless people in their districts. We are also encouraged by Assembly Bill 3171, a $1.5 billion state funding request to help California's homeless population, and by the recent Proposition HHH project approvals which will fund over 600 units of new supportive housing throughout the city.

At CCA, we have been regularly convening a broad group of thought leaders and finding ways to collaborate. There are numerous people and organizations who are doing great work on this issue, and we have been supporting that work while also leading in other areas. As an organization, we also realize that Downtown faces unique challenges in addressing this crisis and believe that Skid Row should be our barometer for how we measure progress on ending homelessness.

We are working closely with many stakeholders to track progress and hold our institutions and leaders accountable. We want to make sure goals on the number of units built and reduction of the unsheltered homeless population are met. And we want to help policy makers meet these goals. For example, voters approved Proposition HHH, a $1.2 billion bond to build 1,000 units of permanent supportive housing every year for 10 years. At the end of last year, the City didn't come close to meeting that goal in large part due to the complicated approval process for housing projects of all types, and especially supportive housing developments. That's why we are advocating for the passage of the Permanent Supportive Housing and Interim Motel Conversion ordinances which will help streamline the approval process.

We also need to figure out innovative ways to build housing at both new and existing sites across the region. We are using our members' expertise in site identification, planning, and acquisition, and will partner with organizations to develop both supportive and interim housing.

We must also continue to build community in Downtown to make sure it is a safe and welcoming place for all. As many of you may have seen, a recent NBC story illustrated how the homeless population is often the first victim of crime in areas like Skid Row of Downtown. We need solutions to improve public safety and build a safer Downtown community. CCA has an excellent partnership with LAPD's Central Division and we support all of the work they do. We also recognize the challenges they face with policing Downtown, a place with a concentrated and unsheltered homeless population.

The City of LA will be hiring a new Chief of Police this year, and we are hopeful the next Chief will be an active partner in addressing this complex issue. The next Chief must work across sectors and Department lines, and also have experience with policing a vertical community where public transit, walking and biking are the key modes of transportation. We encourage our members to weigh in on the recruitment of the next Chief. You can submit your feedback on this survey, submit a letter to City Hall or attend a Police Commission meeting.

We look forward to working together on ending this crisis.

Image

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: AMVETS Welcome Home Program February 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 3/1/2018, 12:42 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, Craig Joyce <CraigJ@ePath.org>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Charles.Selby@va.gov" <Charles.Selby@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Marlene.McCraw-Brewster@va.gov" <Marlene.McCraw-Brewster@va.gov>, "Rosemary.Conn@va.gov" <Rosemary.Conn@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Cascio, Tracy (Tracy.Cascio@va.gov)" <Tracy.Cascio@va.gov>, "Roberta.Rosenthal@va.gov" <Roberta.Rosenthal@va.gov>, "teresa.guardadodavis@va.gov" <teresa.guardadodavis@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, "Matthew Doherty" <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Fischer, Donna M." <Donna.Fischer@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, "Jeremy Sidell" <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Shelby Bollenbacher <ShelbyB@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "charlie.lonon@va.gov" <charlie.lonon@va.gov>, Houa Vue <sgtvue@gmail.com>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk'

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(Alexandra.Logsdon@va.gov)" <Alexandra.Logsdon@va.gov>, "JMartinez@bos.lacounty.gov" <JMartinez@bos.lacounty.gov>, "Betanco, Mario (MBetanco@bos.lacounty.gov)" <MBetanco@bos.lacounty.gov>, "1996wcelks@gmail.com" <1996wcelks@gmail.com>, "celeste.rodriguez@lacity.org" <celeste.rodriguez@lacity.org>, "cptchamber@aol.com" <cptchamber@aol.com>, Linda Abeyta <grdmaabeyta@gmail.com>, "Bridget.Kleinert@va.gov" <Bridget.Kleinert@va.gov>, 'Beth Phillips' <beth@furnishinghope.org>, "jerry.jacobs@pillsburylaw.com" <jerry.jacobs@pillsburylaw.com>, "Garcia, Rosalio G." <Rosalio.Garcia@va.gov>, Maribel Garibay <maribel.garibay@lacity.org>, Celeste Rodriguez <celeste.rodriguez@lacity.org>, Luis Ruiz-Leon <LuisR@ePath.org>, "Smith, Carolyn (Long Beach)" <Carolyn.Smithb65d9@va.gov>, 'Elizabeth Simpson' <Elizabeth.Simpson@va.gov>, Tina Estedabadi <testedabadi@unitedwayla.org>, "Contreras, Sabrina CIV NAVBASE Ventura County, N93 - Housing" <sabrina.contreras@navy.mil>, Anita Mendoza <amendoza@teamamvets.com>, "Sherry Toler" <Sherry.Toler@cort.com>, "colin.sweeney@lacity.org" <colin.sweeney@lacity.org>, "latonya@lachamber.com" <latonya@lachamber.com>, "ellie.ramseyer49@gmail.com" <ellie.ramseyer49@gmail.com>, "cko@unitedwayla.org" <cko@unitedwayla.org>, "egarcia@unitedwayla.org" <egarcia@unitedwayla.org>, "dtucker@unitedwayla.org" <dtucker@unitedwayla.org>, "choffman04@sbcglobal.net" <choffman04@sbcglobal.net>, Georgeanne Barrett <GeorgeanneB@ePath.org>, "Craig Joyce (CraigJ@ePath.org)" <CraigJ@ePath.org>, Judy Rowles <tisirowles@cox.net>, Steven Spriggs <steven.spriggsoclegion@gmail.com>, "John Hacker" <jhacker@oneoc.org>, "carolemay@cox.net" <carolemay@cox.net>, "Robert DeJong" <rjdjong@yahoo.com>, "tom@thehiretarget.org" <tom@thehiretarget.org>, 'Terry McCarty' <ocdawf@yahoo.com>, Anita Mendoza <amendoza@teamamvets.com>, "John.Tyler@va.gov" <John.Tyler@va.gov>
CC: Karina Guzman <karina@teamamvets.com>

Hello VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve 48 Veterans in the month of February.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new mattresses, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at www.teamamvets.com/donation OR at https://teamamvets.funraise.org/

Total No. Veterans Served February 2018	**48**
Total No. of Veterans Served Nov. 2012 to Date	**4,010**
Total # Items Delivered	**51,103**
VALUE of delivered items	**$1,937,368**
Welcome Home Delivery Waitlist · **Fresno – 7**	**110 Veterans waiting for**

· **Long Beach – 2** · **Orange County – 1** · **San Diego – 40** · **Greater Los Angeles – 60**	**furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

"Committed To Serve…Those Who Served" ®

TEAM AMVETS
Department of California Service Foundation

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Attachments:

February Dashboard.pdf	525 KB
February Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	567 KB

Subject: CCA Releases White Papers on Micro-Units in DTLA and Regional Housing Needs Assessments
From: Central City Association <toh@ccala.org>
Date: 3/6/2018, 9:54 AM
To: <colin.sweeney@lacity.org>

CCA Special Event

Image

CCA Provides Recommendations for the Development of Micro-Units in DTLA and Reforming Regional Housing Needs Assessments

White Papers Address Critical Elements of Solving the Region's Housing Crisis

LOS ANGELES (March 6, 2018) – At a meeting with developers, brokers, property owners and other stakeholders, Central City Association (CCA) presented its research on micro-units and policy recommendations for how to encourage their construction in Downtown Los Angeles (DTLA). Micro-units can increase the supply of housing available to middle-income households and are a component of a comprehensive effort to respond to the region's housing crisis. They present new opportunities that benefit cities, residents and developers, and are now legal and financially feasible in DTLA due to recent changes to city zoning rules, including the Transit Oriented Communities (TOC) guidelines. Read the white paper at ccala.org/microunitwhitepaper.

Micro-units – apartments between approximately 140 and 350 square feet in size – have been successful in cities like Seattle and New York. They help cities achieve important goals including providing a more diverse housing stock that reflects the diversity of its communities, improved environmental sustainability, lesser burdens on utilities and city services, and reduced congestion and driving. They also help promote family-friendly development in urban centers as they add complementary housing for singles and retirees and take the pressure off of larger units that families are typically interested in.

Micro-units are not only great for cities but present a win-win solution for both residents and developers. They offer residents a more affordable and accessible housing option, particularly for singles who prefer to live alone and place a premium on location and transit access. For these residents, the neighborhood itself is the most important amenity. Micro-units can be built cost-effectively, secure higher occupancy rates than other rental apartment types and see rent premiums of 25 to 100 percent per square foot compared to larger units, making them an attractive investment for developers.

“Micro-units play a critical role in addressing the region’s housing crisis,” said Jessica Lall, President & CEO of CCA. “A transit-accessible, urban area like Downtown is the ideal location for building this new type of housing, especially as we prepare to welcome 125,000 more residents by 2040. We look forward to developers leading the way by building some of the first micro-unit buildings in the city and working to create new housing typologies that reflect the diversity of DTLA.”

"As Chair of the City’s Planning Committee and founding member of our Homelessness committee, we've worked hard over the past several years to adopt real tools to directly address both homelessness and affordable housing needs, such as Measure HHH, Measure JJJ, the Housing Linkage Fee, and the Accessory Dwelling Unit ordinance,” said Councilmember José Huizar. “In light of the need to build more affordable units as both construction costs and the severity of the housing crisis increases in all our communities, the City must explore a more diverse range of housing types, including micro-units, which can help us meet those expanding needs. I thank CCA for expanding the conversation on ways to make Downtown Los Angeles more affordable for all Angelenos."

CCA also released a white paper on Regional Housing Needs Assessments (RHNA) and policy recommendations to make RHNA more effective. Due to the shortcomings in the current RHNA process, CCA recognized that last year’s development streamlining bill, Senate Bill (SB) 35, would provide limited benefits to Los Angeles. The city is currently meeting its production targets for market rate housing, but most policy experts believe that the targets are too low to help improve the affordability landscape in Los Angeles, and meeting our targets means that market-rate housing will not benefit from SB 35 streamlining. SB 828 seeks to address this problem by including “unmet need” from previous RHNA cycles and requiring increased zoning capacity. In this white paper, CCA identifies a number of other interventions that can be taken at the state, local and council of governments (SCAG) level which can further improve the RHNA forecasting process. Read the white paper at ccala.org/rhnawhitepaper.

“One of the key components of CCA’s strategic plan is to develop and disseminate research that supports our advocacy agenda,” said Tom Gilmore, CEO of Gilmore Associates and CCA Board Chair. “These white papers with policy recommendations on promoting micro-units in DTLA and reforming Regional Housing Needs Assessments address our top priorities and showcase our vision for the future of Downtown Los Angeles.”

For more information on CCA white papers, see www.ccala.org/what-we-do/whitepapers.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: CCA Reflects: L.A. is Ready for Micro-Units - March 2018
From: Central City Association <toh@ccala.org>
Date: 3/27/2018, 11:00 AM
To: <colin.sweeney@lacity.org>

Image

March 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

L.A. is Ready for Micro-Units

By: Jessica Lall, President & CEO, Central City Association

Published on Urbanize on March 21, 2018

In a county facing a shortage of a million housing units, how can we provide more affordable housing, be more welcoming to families, and boost transit ridership in our urban centers? For all three, the answer comes in a small package: micro-units.

Micro-units are apartments as small as 140 square feet and as large as 350, and they take a variety of forms. They can include shared-living arrangements or be entirely self-contained with bathrooms, full kitchens, and even in-unit washers and dryers. They can be amenity-rich or relatively barebones. And they can play a critical role in L.A.'s response to the housing crisis.

In Seattle, the national leader in housing, jobs, and population growth, approximately 5,500 micro-units were built in the four years between 2012 and 2015. Zillow's rent index shows average rent prices in Seattle grew from $1,750 in 2012 to $2,620 today, but micro-units in the city's most desirable neighborhoods can still be found for between $800 and $1,300. It's one of the only unsubsidized housing options that has remained affordable in a city booming with high-paying tech jobs.

Los Angeles should be looking to build micro-units too, especially in highly transit-accessible urban centers like Downtown, Hollywood, North Hollywood, and Koreatown.

Beyond the need for more affordable housing options, there are many other reasons to support micro-units. One is about choice: Currently, units under 400 sq. ft. are almost unheard of in Los Angeles, but not because people wouldn't live in them. As we've seen in cities across the U.S. and around the world, many people will happily exchange a small amount of living space for lower rent, a more central location, and the opportunity to live on their own. We should give them that option.

Families also benefit from micro-units, even if they themselves won't be living in them. Most of those applying to live in our limited supply of available 2- and 3-bedroom homes are not families; they're groups of roommates — some of whom would choose to live alone if there were more affordable alternatives available. An Urban Land Institute survey from 2015 found that "ability to live alone" was one of the highest priorities of micro-unit tenants, after price and location. Micro-units offer all three. If we're going to promote family-friendly development in our growing urban centers, we need complementary housing for singles, young people and retirees to take the pressure off larger units.

Finally, micro-units can help fill in some of the gaps in our urban fabric and increase transit ridership. Here in Downtown Los Angeles we have numerous surface parking lots between 8,000 and 15,000 sq. ft. that would be ideal for micro-unit developments. These sites, despite their proximity to Metro rail stations, have been devalued by the market because they're too small to accommodate multiple levels of garage parking, a prerequisite for most development in L.A. today. The opportunity is ripe to turn these sites into affordable, parking-free micro-unit projects.

Eliminating parking from these buildings would reduce rents by upwards of $200 per month for each unit, and it would also attract car-free residents over those who need a place to store their vehicles. These residents are far more likely to walk, bike, and use transit for most of their trips, and they're the type of residents who benefit most from living in an urban center.

The two largest hurdles to micro-unit development are density limits and parking requirements. Density limits incentivize larger units, and parking minimums devote too much space to cars: It's nearly impossible to finance 300 sq. ft. apartments when each one has to be paired with 350 sq. ft. of parking. Downtown eliminated density limits in 2007, and with the recent approval of the Transit-Oriented Communities (TOC) guidelines, parking minimums have been eliminated for projects within 750 feet of a Metro rail station that provide on-site affordable housing. We need to expand these policies to more areas with high quality transit access, including neighborhoods outside Downtown.

Micro-units aren't for everyone, but for many people they're a perfect solution. For those in medical school internships and other demanding jobs, working 80 hours a week or more, an inexpensive place to sleep, shower, and store their things is all they need. Short-term leases offered by some micro-unit projects can allow new arrivals to explore the city before committing to a year-long lease elsewhere, or deciding to stay where they're at. And some people simply prefer to spend most of their time outside their home — to treat the city as their living room — and that's okay too.

We look forward to developers taking the leap with some of the first micro-unit buildings in the city, and hope that our civic leaders will continue to promote further innovation. New housing typologies, building materials, and construction techniques can all help create a more functional and affordable housing market, and micro-units will no doubt play an essential role in that effort.

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment

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CC: Karina Guzman <karina@teamamvets.com>

Hello VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve **60** Veterans in the month of March.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new mattresses, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at http://www.teamamvets.com/donate-to-veterans/ OR at https://teamamvets.funraise.org/

Total No. Veterans Served March 2018	**60**
Total No. of Veterans Served Nov. 2012 to Date	**4,070**
Total # Items Delivered	**51,801**
VALUE of delivered items	**$1,962,758**
Welcome Home Delivery Waitlist · **Fresno – 6**	**85 Veterans waiting for**

Long Beach – 1 **Orange County – 1** **San Diego – 27** **Greater Los Angeles – 50**	**furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
https://www.facebook.com/WelcomeHomeProgram/

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“Committed To Serve…Those Who Served” ®

TEAM AMVETS
Department of California Service Foundation

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Attachments:

March Dashboard.pdf	524 KB
March Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	567 KB

Subject: ADVISORY: L.A. High School Students Demonstrate Leadership at Councilmember Englander's E-12 "Seen and Heard" Summit
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 4/4/2018, 10:39 AM
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MEDIA ADVISORY - Wednesday, April 4, 2018

L.A. HIGH SCHOOL STUDENTS DEMONSTRATE LEADERSHIP AT COUNCILMEMBER ENGLANDER'S E-12 "SEEN AND HEARD" SUMMIT

LOS ANGELES – Over 60 L.A.U.S.D. students will participate in a leadership summit hosted by Councilmember Mitchell Englander. The summit will serve as a forum for students to discuss the issues that concern them and ways they can take action to affect change. Councilmember Englander has committed to funding viable strategies developed by the students at the summit so that they may act on their ideas.

“Students across the nation have shown that they are prepared and willing to take action on the issues they care about,” said Councilmember Englander. “By nurturing these voices and giving them the tools and training to engage our political system, we are ensuring that our democracy remains healthy and vibrant for the next generation. I’m looking forward to hearing and being challenged by these young leaders.”

E-12 is a leadership program developed by Councilmember Englander that connects LAUSD students with their elected representatives and the political process with the understanding that it is never too early for young people to engage in our democracy. The summit includes students from Granada Hills Charter High School, Chatsworth Charter High School, and Valley Alternative Magnet.

WHAT: E-12 Leadership Summit -- “Seen and Heard: Valuing Student Voices in Dynamic Times”

WHO: Councilmember Mitchell Englander
E-12 Students

WHEN: Thursday, April 5th
Summit: 9:00 AM – 2:00 PM
Closing Discussion and Press Conference: 1:30 PM - 2:00 PM

WHERE: Camp Griffo – Griffith Park Boys Camp
Take Griffith Park Blvd to Camp Road

VISUAL: Media is welcome to attend any part of the summit. The summit will conclude in a press conference with the Councilmember in which students will participate. Participants are available for interview as well.

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Subject: ADVISORY: L.A. High School Students Demonstrate Leadership at Councilmember Englander's E-12 "Seen and Heard" Summit
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MEDIA ADVISORY - Wednesday, April 4, 2018

L.A. HIGH SCHOOL STUDENTS DEMONSTRATE LEADERSHIP AT COUNCILMEMBER ENGLANDER'S E-12 "SEEN AND HEARD" SUMMIT

LOS ANGELES – Over 60 L.A.U.S.D. students will participate in a leadership summit hosted by Councilmember Mitchell Englander. The summit will serve as a forum for students to discuss the issues that concern them and ways they can take action to affect change. Councilmember Englander has committed to funding viable strategies developed by the students at the summit so that they may act on their ideas.

“Students across the nation have shown that they are prepared and willing to take action on the issues they care about,” said Councilmember Englander. “By nurturing these voices and giving them the tools and training to engage our political system, we are ensuring that our democracy remains healthy and vibrant for the next generation. I’m looking forward to hearing and being challenged by these young leaders.”

E-12 is a leadership program developed by Councilmember Englander that connects LAUSD students with their elected representatives and the political process with the understanding that it is never too early for young people to engage in our democracy. The summit includes students from Granada Hills Charter High School, Chatsworth Charter High School, and Valley Alternative Magnet.

WHAT: E-12 Leadership Summit -- “Seen and Heard: Valuing Student Voices in Dynamic Times”

WHO: Councilmember Mitchell Englander
E-12 Students

WHEN: Thursday, April 5th
Summit: 9:00 AM – 2:00 PM
Closing Discussion and Press Conference: 1:30 PM - 2:00 PM

WHERE: Camp Griffo – Griffith Park Boys Camp
Take Griffith Park Blvd to Camp Road

VISUAL: Media is welcome to attend any part of the summit. The summit will conclude in a press conference with the Councilmember in which students will participate. Participants are available for interview as well.

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Subject: ADVISORY: L.A. High School Students Demonstrate Leadership at Councilmember Englander's E-12 "Seen and Heard" Summit
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MEDIA ADVISORY - Wednesday, April 4, 2018

L.A. HIGH SCHOOL STUDENTS DEMONSTRATE LEADERSHIP AT COUNCILMEMBER ENGLANDER'S E-12 "SEEN AND HEARD" SUMMIT

LOS ANGELES – Over 60 L.A.U.S.D. students will participate in a leadership summit hosted by Councilmember Mitchell Englander. The summit will serve as a forum for students to discuss the issues that concern them and ways they can take action to affect change. Councilmember Englander has committed to funding viable strategies developed by the students at the summit so that they may act on their ideas.

“Students across the nation have shown that they are prepared and willing to take action on the issues they care about,” said Councilmember Englander. “By nurturing these voices and giving them the tools and training to engage our political system, we are ensuring that our democracy remains healthy and vibrant for the next generation. I’m looking forward to hearing and being challenged by these young leaders.”

E-12 is a leadership program developed by Councilmember Englander that connects LAUSD students with their elected representatives and the political process with the understanding that it is never too early for young people to engage in our democracy. The summit includes students from Granada Hills Charter High School, Chatsworth Charter High School, and Valley Alternative Magnet.

WHAT: E-12 Leadership Summit -- “Seen and Heard: Valuing Student Voices in Dynamic Times”

WHO: Councilmember Mitchell Englander
E-12 Students

WHEN: Thursday, April 5th
Summit: 9:00 AM – 2:00 PM
Closing Discussion and Press Conference: 1:30 PM - 2:00 PM

WHERE: Camp Griffo – Griffith Park Boys Camp
Take Griffith Park Blvd to Camp Road

VISUAL: Media is welcome to attend any part of the summit. The summit will conclude in a press conference with the Councilmember in which students will participate. Participants are available for interview as well.

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e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: Re: ADVISORY: L.A. High School Students Demonstrate Leadership at Councilmember Englander's E-12 "Seen and Heard" Summit
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 4/5/2018, 11:11 AM
To: "Resmovits, Joy" <Joy.Resmovits@latimes.com>

Too bad... got some impressive kids here. Next time!

On Thu, Apr 5, 2018 at 10:30 AM Resmovits, Joy <Joy.Resmovits@latimes.com> wrote:

> Hey, I'm so sorry but I don't think I can make it anymore because of another story. I'll try to pop by in the afternoon but the outlook isn't great. Sad to miss it.
>
> Sent from my iPhone
>
> On Apr 4, 2018, at 11:45 AM, Colin Sweeney <colin.sweeney@lacity.org> wrote:
>
>> Hi Joy,
>>
>> There is street parking available in front of the Camp on Camp Road. The schedule is as follows
>>
>> - Opening/Welcome 9:00-9:15
>> - Ice Breaker 9:15 - 10:00
>> - Breakout Sessions 10:00 – Noon
>> - LUNCH: 12:00 – 1:00
>> - School Action Planning: 1:00 - 2:00
>> - Closure/Sharing Out 1:45- 2:05
>> - Departure
>>
>> Let me know if you have any further questions.
>>
>> C
>>
>> On Wed, Apr 4, 2018 at 11:33 AM, Resmovits, Joy <Joy.Resmovits@latimes.com> wrote:
>>
>>> Thanks Colin.
>>> Is there a schedule for which sessions happen when tomorrow? And do you know if there's parking available?
>>> Thanks,
>>> Joy
>>>
>>> ---
>>>
>>> **From:** Colin Sweeney <colin.sweeney@lacity.org>

Sent: Wednesday, April 4, 2018 10:39:38 AM
Cc: Bree Breckenridge
Subject: ADVISORY: L.A. High School Students Demonstrate Leadership at Councilmember Englander's E-12 "Seen and Heard" Summit

MEDIA ADVISORY - Wednesday, April 4, 2018

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Sent using Federation Communicator

Subject: ADVISORY: Councilmember Englander to Introduce Large-Scale "Floating Solar" Pilot Project for Los Angeles Reservoirs
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 4/18/2018, 1:11 PM
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MEDIA ADVISORY - Wednesday, April 18, 2018

COUNCILMEMBER ENGLANDER TO INTRODUCE LARGE-SCALE ‘FLOATING SOLAR’ PILOT PROJECT FOR LOS ANGELES RESERVOIRS

LOS ANGELES – Councilmember Englander will introduce legislation calling for LADWP to explore options to install “floating solar” panels on Los Angeles reservoirs. According to the State Renewable Portfolio Standards (RPS), retail sellers and publicly owned utilities are required to procure 50 percent of their electricity from renewable energy resources by 2030.

“Los Angeles is in a unique position to lead the country in the adoption of clean, renewable energy,” Councilmember Englander said. “With our geography, our climate, and our city-owned and operated utility, we have all the ingredients necessary to push for the wide-use and adoption of solar energy. By co-locating these panels on city-owned reservoirs, we eliminate the land-use cost and impacts of traditional solar panels.”

Los Angeles reservoirs provide hundreds of acres of local surface area that can be used as a platform for capturing solar energy. The legislation Councilmember Englander will introduce calls for a pilot program to test the feasibility of these projects. The DWP estimates that “floating solar” on reservoirs has an achievable potential of over 50 MegaWatts of solar power.

WHAT:
Announcement of Floating Solar Pilot Program

WHO:
Councilmember Mitchell Englander
Marty Adams, LADWP Chief Operating Officer
Nancy Sutley, LADWP Chief Sustainability Officer
Ed Begley, Jr., Actor Environmental Activist
Mary Leslie, Los Angeles County Business Coalition
6th Grade Students from Porter Ranch Community School

WHEN:
Thursday, April 19th – 9:00 AM

WHERE:
Lower Van Norman Reservoir – Exit I-5 at Roxford (see map attached for entrance location)

VISUAL:
Press event with view of Lower Van Norman Reservoir with renderings and prototype of floating solar panel.

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Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Attachments:

Solar Event Reservoir Map.pdf	13.4 MB

Subject: RELEASE: Councilmember Englander Announces Large-Scale 'Floating Solar' Pilot Project for Los Angeles Reservoirs
From: Colin Sweeney <colin.sweeney@lacity.org>
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE - Thursday, April 19, 2018

COUNCILMEMBER ENGLANDER ANNOUNCES LARGE-SCALE ‘FLOATING SOLAR’ PILOT PROJECT FOR LOS ANGELES RESERVOIRS

LOS ANGELES – Today, Councilmember Mitchell Englander announced that he would introduce legislation calling for LADWP to establish “floating solar” panels on Los Angeles reservoirs. According to the State Renewable Portfolio Standards (RPS), retail sellers and publicly owned utilities are required to procure 50 percent of their electricity from renewable energy resources by 2030.

“Los Angeles is in a unique position to lead the country in the adoption of clean, renewable energy,” Councilmember Englander said. “With our geography, our climate, and our city-owned and operated utility, we have all the ingredients we need to push for the wide-use and adoption of solar energy. By co-locating these panels on city owned reservoirs, we eliminate the land-use cost and impacts of traditional solar panels.”

“LADWP is committed to renewable energy and a big part of putting us on the path to meeting the next milestone of 33 percent renewables by 2020 is investing in good, local projects that create clean energy in our own backyards,” said Martin Adams, LADWP’s Chief Operating Officer. “We want to thank Councilman Englander for introducing this motion that will help get the ball rolling here in the City on the innovative idea of floating solar,” said Martin Adams, LADWP’s Chief Operating Officer.

Los Angeles reservoirs provide hundreds of acres of local surface area that can be used as a platform for capturing solar energy. The legislation Councilmember Englander will introduce calls for a pilot program to test the feasibility of these projects.

Floating solar is an emerging and extremely efficient from of renewable clean energy. By covering the surface of reservoirs, floating solar conserves water by reducing evaporation and prevents harmful algae growth by blocking sunlight. Additionally, there is no land costs associated with the installation and there is greater efficiency of output due to the cooling effect of water.

The initial pilot calls for approximately 11.6 MegaWatts of solar installation on DWP reservoirs. That is enough energy to power approximately 3,190 homes per year and the offset 15.9 million lbs. of CO2 emissions per year or the equivalent of removing 1,567, cars from the road.

LADWP estimates that Los Angeles Reservoirs have an achievable potential of 53 MW which translates to the electrical use of 21,000 homes annually or the equivalent of taking 10,320 cars off the road.

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Subject: RELEASE: Councilmember Englander Calls for "Marijuana Amnesty Boxes" at LAX
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 4/20/2018, 6:11 AM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- April 20, 2018

COUNCILMEMBER ENGLANDER CALLS FOR "MARIJUANA AMNESTY BOXES" AT LAX

LOS ANGELES - Today, 4/20, Councilmember Mitchell Englander will introduce legislation calling for Los Angeles International Airport (LAX) to install marijuana amnesty boxes so that passengers may surrender prohibited items before air travel. As of January 1, 2018, under California law, adults 21 and older can use, purchase, possess, and grow a certain amount of cannabis for recreational use. Although possession is legal in the City of Los Angeles, it remains illegal in any amount under federal law which has jurisdiction over air travel.

"We want to make sure that residents and visitors to Los Angeles can enjoy a bummer-free experience at our airport," Councilmember Englander said. "And while it is not encouraged that travelers have marijuana on their person when they arrive at LAX, this motion provides an easy remedy for the occasions when this does occur so that flyers can stay on the right side of the law. This legislation sends the message: surrender your supply before you fly."

LAX services over 84 million travelers each year. Those that mistakenly carry with them any amount of cannabis can be subject to a verbal warning, fine, or arrest. To mitigate the chance of a traveler being cited or arrested for possession of cannabis, several airports across the nation have installed "amnesty boxes" which allow individuals the opportunity to surrender cannabis without punishment before boarding flights.

With California the latest state to legalize the recreational use of marijuana, it is important to take necessary steps to inform and protect law abiding citizens by installing amnesty boxes at LAX.

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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- April 20, 2018

COUNCILMEMBER ENGLANDER CALLS FOR "MARIJUANA AMNESTY BOXES" AT LAX

LOS ANGELES - Today, 4/20, Councilmember Mitchell Englander will introduce legislation calling for Los Angeles International Airport (LAX) to install marijuana amnesty boxes so that passengers may surrender prohibited items before air travel. As of January 1, 2018, under California law, adults 21 and older can use, purchase, possess, and grow a certain amount of cannabis for recreational use. Although possession is legal in the City of Los Angeles, it remains illegal in any amount under federal law which has jurisdiction over air travel.

"We want to make sure that residents and visitors to Los Angeles can enjoy a bummer-free experience at our airport," Councilmember Englander said. "And while it is not encouraged that travelers have marijuana on their person when they arrive at LAX, this motion provides an easy remedy for the occasions when this does occur so that flyers can stay on the right side of the law. This legislation sends the message: surrender your supply before you fly."

LAX services over 84 million travelers each year. Those that mistakenly carry with them any amount of cannabis can be subject to a verbal warning, fine, or arrest. To mitigate the chance of a traveler being cited or arrested for possession of cannabis, several airports across the nation have installed "amnesty boxes" which allow individuals the opportunity to surrender cannabis without punishment before boarding flights.

With California the latest state to legalize the recreational use of marijuana, it is important to take necessary steps to inform and protect law abiding citizens by installing amnesty boxes at LAX.

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Subject: CCA Reflects: Forecast LA - April 2018
From: Central City Association <toh@ccala.org>
Date: 4/24/2018, 11:01 AM
To: <colin.sweeney@lacity.org>

Image

April 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

It’s time to focus on homelessness, mental health and public safety

By: Jessica Lall, President & CEO, Central City Association

This letter was published in Forecast LA 2018, which is an annual survey done by The Center for the Study of Los Angeles at Loyola Marymount University.

Los Angeles is a world-class city renowned for its diversity and creativity, and Downtown Los Angeles (DTLA) is at the heart of it all. It's not only the region's transit hub and center for economic growth, but home to exceptional educational facilities, cultural attractions and hospitality venues. DTLA has experienced an incredible transformation over the last two decades and continues to grow. It hasn't seen this much construction since the Roaring Twenties and will be home to 200,000 residents by 2040. DTLA only represents one percent of the city's land but is projected to see 20 percent of its population growth, and we encourage that and are excited about the future. As we've seen first-hand with DTLA residents and employees, Forecast LA also shows that Angelenos are optimistic about the future but have concerns.

Central City Association is committed to enhancing DTLA's vibrancy and increasing investment in the region. We understand the importance of assessing public opinion to shape our priorities and advocacy agenda. This poll shows that the challenges we need to focus on are homelessness, public safety and mental health resources, and that Angelenos expect our government to lead the way.

Homelessness
Our region is facing a homelessness crisis, an issue which clearly shows that we are struggling to meet our collective moral, health, political and economic responsibilities. Many cities across the nation are also experiencing this, but L.A. is unique in both the sheer scale and unprecedented growth of our unsheltered homeless population. The good news is that Angelenos are very compassionate and generous people. They were willing to tax themselves to increase services and housing for homeless individuals with Measure H and Proposition HHH. And this year's poll shows that they are still willing to increase taxes for this issue. Ending homelessness is the most important challenge we face, and we are proud that Angelenos are committed to working with elected leaders and government agencies on this problem.

Mental Health
We know from the crises we witness on our streets every day that mental health resources matter. It's clear that we are failing to provide adequate resources for Angelenos with mental illnesses, and overwhelmingly, the public feels the Department of Public Health is accountable. We need to work collaboratively with our government leaders to improve access to care and prioritize mental health resources as we plan for our city's future.

Public Safety
This year, residents are more hesitant to recommend our city as a safe place to live. A majority also don't feel that there is a strong presence of police in their neighborhoods. This sentiment is especially important in a year where the City is searching for a new Chief of Police. It is clear that we need to do more to make Angelenos feel safe.

Los Angeles is a city of opportunity and we can address these challenges with coordinated collaboration. We look forward to working with all of you.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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This email was sent to colin.sweeney@lacity.org
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Central City Association · 626 Wilshire Boulevard · Suite 850 · Los Angeles, CA 90017 · USA

Subject: AMVETS Welcome Home Program April 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 5/1/2018, 4:02 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Charles.Selby@va.gov" <Charles.Selby@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Marlene.McCraw-Brewster@va.gov" <Marlene.McCraw-Brewster@va.gov>, "Rosemary.Conn@va.gov" <Rosemary.Conn@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Cascio, Tracy (Tracy.Cascio@va.gov)" <Tracy.Cascio@va.gov>, "Roberta.Rosenthal@va.gov" <Roberta.Rosenthal@va.gov>, "teresa.guardadodavis@va.gov" <teresa.guardadodavis@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, "Matthew Doherty" <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, "Jeremy Sidell" <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Shelby Bollenbacher <ShelbyB@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "charlie.lonon@va.gov" <charlie.lonon@va.gov>, Houa Vue <sgtvue@gmail.com>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, Blas Villalobos <blas.villalobos@lacity.org>, "ben.rejniak@mail.house.gov"

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CC: Karina Guzman <karina@teamamvets.com>

Hello VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve **61** Veterans in the month of April.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at http://www.teamamvets.com/donate-to-veterans/ OR at https://teamamvets.funraise.org/

Total No. Veterans Served April 2018	**61**
Total No. of Veterans Served Nov. 2012 to Date	**4,131**
Total # Items Delivered	**52,573**
VALUE of delivered items	**$1,990,532**
Welcome Home Delivery Waitlist · **Fresno – 6** · **Long Beach – 3** · **Orange County – 3** · **San Diego – 13**	**71 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

· **Greater Los Angeles – 46**	

Thank You,

Karina Guzman

Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

"Committed To Serve…Those Who Served" ®

TEAM AMVETS
Department of California Service Foundation

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Attachments:

April Dashboard.pdf	525 KB
April Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	562 KB

Subject: Re: RELEASE: Legislation Instituting Fee for False Alarms to LAFD Passes City Council
From: "Leslie Dutton (ldutton)" <ldutton@fulldisclosure.net>
Date: 5/22/2018, 1:07 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Colin Sweeney,
INTERVIEW REQUEST For Councilmember Englander

Thanks for sending this press release about the new legislation regarding False Alarm Fees in LA City.
We are most interested in this important issue and how it impacts our public safety and law enforcement resources
that are meant to protect the public.

Please give me a date when the Councilman would be available for an interview either in our studio or in his Council Office to discuss his legislation Our production days are Tuesday thru Thursdays. Hope to hear from you soon and that you will forward further information on the progress of the Ordinance being drafted.

Our studio is located at 742 Washington Blvd., Marina del Rey, CA 90292

Leslie Dutton

Leslie Dutton
Producer
Full Disclosure Network
310-822-4449 310-754-9411

On Tue, May 22, 2018 at 11:48 AM, Colin Sweeney <colin.sweeney@lacity.org> wrote:

Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- May 22, 2018

LEGISLATION INSTITUTING FEE FOR FALSE ALARMS TO LAFD PASSES CITY COUNCIL

Legislation authored by Councilmember Mitchell Englander to level fees against owners of residential and commercial property where a false alarm occurs passed the LA City Council today. False alarms trigger an emergency response and take up valuable, life-saving resources and can prevent them from being deployed to where they are most needed.

"This is one of the most important pieces of legislation I have authored and it’s been a long time in the making – this will undoubtedly save lives," said Councilmember Mitchell Englander. "False alarms are more than just a nuisance. Every single false alarm takes emergency resources away from real emergencies, increases response time, puts firefighters and paramedics at risk, and jeopardizes the safety of the entire community. By cracking down on these unnecessary and often negligent alarm triggers, we will be able to begin recovering the cost of deployment and provide a deterrent to these incidents."

“False fire alarms create a drain on our resources and have the potential to divert firefighters and paramedics from true emergencies,” said Los Angeles Fire Department Chief Ralph Terrazas. “We look forward to working with our City partners to develop this program, which will significantly reduce the number of false fire alarms citywide.”

Of the approximately 25,000 automatic alarm based calls the LAFD receives annually, approximately 12,000, or roughly half, are deemed false or unwanted. In the six years since this proposal was introduced, there have been over 70,000 responses by the LAFD to false alarms. The sources of these false alarms are often repeat locations. When estimated at $343 per false alarm deployment, this represents approximately $4.1 million in misdirected resources annually. In the past 6 years, it is estimated to be $24.5 million which is approximately the cost of purchasing 110 basic life support ambulances.

A false alarm fee program already exists for calls to LAPD and is credited with reducing the number of unwanted or false reports from a height 145,000 false alarms in 2009 to 54,000 in 2017. The new LAFD false alarm program would be modeled after the existing LAPD program. First time offenders will be offered the opportunity to attend an online alarm school in lieu of a fee, similar to that of LAPD.

With the passage of this legislation, the City Attorney's office is directed to draft an ordinance detailing the implementation of these fees.

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012

> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacity.org | w: www.cd12.org**

Subject: Re: RELEASE: Legislation Instituting Fee for False Alarms to LAFD Passes City Council
From: "Ryan Smith" <ryans@jewishjournal.com>
Date: 5/22/2018, 11:49 AM
To: colin.sweeney@lacity.org

Hi, and thanks for writing. I am no longer with the Jewish Journal, so if you are inquiring about a story, please reach out to Journal editor-in-chief David Suissa at davids@jewishjournal.com. If you need to reach me personally, please reach out to Adam Levine (adaml@jewishjournal.com) and he can forward your note to me. Thanks!

Ryan

Subject: RELEASE: Legislation Instituting Fee for False Alarms to LAFD Passes City Council
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 5/22/2018, 11:48 AM
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LEGISLATION INSTITUTING FEE FOR FALSE ALARMS TO LAFD PASSES CITY COUNCIL

Legislation authored by Councilmember Mitchell Englander to level fees against owners of residential and commercial property where a false alarm occurs passed the LA City Council today. False alarms trigger an emergency response and take up valuable, life-saving resources and can prevent them from being deployed to where they are most needed.

"This is one of the most important pieces of legislation I have authored and it’s been a long time in the making – this will undoubtedly save lives," said Councilmember Mitchell Englander. "False alarms are more than just a nuisance. Every single false alarm takes emergency resources away from real emergencies, increases response time, puts firefighters and paramedics at risk, and jeopardizes the safety of the entire community. By cracking down on these unnecessary and often negligent alarm triggers, we will be able to begin recovering the cost of deployment and provide a deterrent to these incidents."

“False fire alarms create a drain on our resources and have the potential to divert firefighters and paramedics from true emergencies,” said Los Angeles Fire Department Chief Ralph Terrazas. “We look forward to working with our City partners to develop this program, which will significantly reduce the number of false fire alarms citywide.”

Of the approximately 25,000 automatic alarm based calls the LAFD receives annually, approximately 12,000, or roughly half, are deemed false or unwanted. In the six years since this proposal was introduced, there have been over 70,000 responses by the LAFD to false alarms. The sources of these false alarms are often repeat locations. When estimated at $343 per false alarm deployment, this represents approximately $4.1 million in misdirected resources annually. In the past 6 years, it is estimated to be $24.5 million which is approximately the cost of purchasing 110 basic life support ambulances.

A false alarm fee program already exists for calls to LAPD and is credited with reducing the number of unwanted or false reports from a height 145,000 false alarms in 2009 to 54,000 in 2017. The new LAFD false alarm program would be modeled after the existing LAPD program. First time offenders will be offered the opportunity to attend an online alarm school in lieu of a fee, similar to that of LAPD.

With the passage of this legislation, the City Attorney's office is directed to draft an ordinance detailing the implementation of these fees.

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From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 5/29/2018, 12:26 PM
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MEDIA ADVISORY - Tuesday, May 29, 2018

COUNCILMEMBER ENGLANDER TO HOST THE 3RD ANNUAL "MAKING MOVIES THAT MATTER" YOUTH

SHORT FILM FESTIVAL

LOS ANGELES - Councilmember Mitchell Englander will host over 1000 young filmmakers, their families, and entertainment industry professionals for the 3rd Annual "Making Movies that Matter" film festival at Cal State University, Northridge.

Filmmakers from elementary, middle, and high schools throughout Council District 12 and the San Fernando Valley submitted over 150 short films for consideration focused on the themes of social justice and civic engagement. Participants were asked to express themselves in one of four genres: animation, public service announcement, live action, and documentary. The festival will present awards to exemplary films in 17 categories including overall "Best of Show."

The project is made possible through a unique partnership with CalArts, Disney/ABC Studios, Valley Relics Museum, the Los Angeles Department of Cultural Affairs, and the Valley Performing Arts Center. Participating entities include 32 public and private schools at the elementary, middle, and high school level, the San Fernando Valley Rescue Mission, LAPD Devonshire PALS, and New Horizons.

Watch the **"Making Movies that Matter 2018: Behind the Scenes"** promotional video courtesy of Councilmember Mitchell Englander: https://vimeo.com/272312436

Watch coverage of last year's **"Making Movies that Matter Festival 2017"** courtesy of LA this Week: https://youtu.be/OBxkYEfWhoo

WHAT: 3rd Annual Making Movies that Matter Youth Short Film Festival

WHEN: Wednesday, May 30, 2018
Red Carpet Reception: 5:00 pm
Screening and Awards Show: 6:00 pm

WHERE: California State University, Northridge
"The Soraya" - Valley Performing Arts Center
18111 Nordhoff St., Northridge, CA 91330

VISUAL: Red carpet reception with interview opportunities for participating filmmakers and special guests followed by screening and awards show. Clips from submitted films can be made available by request.

MEDIA CONTACT:
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Communications Director
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Colin Sweeney
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Councilmember Mitchell Englander
Los Angeles City Councilmember

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Subject: CCA Reflects: Maximizing the Impact of Transit Investment in DTLA - May 2018
From: Central City Association <toh@ccala.org>
Date: 5/31/2018, 1:07 PM
To: <colin.sweeney@lacity.org>

Image

May 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Maximizing the Impact of Transit Investment in Downtown LA

One week after the Regional Connector hit a construction milestone at 50% complete, the Metro Board voted to advance another light rail line: the West Santa Ana Branch (WSAB). Downtown LA continues to strengthen its position as the rail hub for the entire region, and CCA is focused on ensuring that residents, businesses, and visitors all benefit from these transformative investments. The WSAB Line is the latest and one of the most important Metro projects planned for our community, and we want Downtown voices to be heard.

Planned to open as early as 2028, the WSAB will travel from Artesia, through the Gateway Cities, to DTLA. It will carry upwards of 80,000 riders per day, bringing new people and new opportunities to Downtown and finally connecting the Arts District and Industrial District — and potentially the Fashion District — to our regional rail network. It will also be an important mobility option for the additional 125,000 residents and 55,000 workers coming to Downtown over the next two decades.

CCA has several priorities for the WSAB including maximizing ridership, minimizing transfers and travel times, and serving both existing and future job and population centers. Metro proposed three different possible termini for the line and needed to decide which to carry forward into its environmental impact report (EIR). The options were Union Station (Alignments E and F), the Downtown Transit Core at Metro Center or Pershing Square (Alignment G), and Arts District-LA River at 6th Street (Alignment H).

Each option has its own strengths and weaknesses, forcing tradeoffs between important service priorities. Union Station is a valuable transfer point between many different rail lines, but it is not the final destination of most riders and can result in unnecessary transfers and extra travel time. The Downtown Transit Core provides a one-seat ride to more passengers, but fails to serve South Park or much of the Fashion District, and requires a transfer to connect to Union Station. An Arts District-LA River terminus would serve one of the fastest growing neighborhoods in the city and connect to a potential Red Line extension to 6th Street, but it would require transfers for most trips to DTLA.

Amidst the planning for the WSAB, Downtown stakeholders have also been exploring an east-west transit line that would connect the Arts District to South Park via the Industrial and Fashion Districts. The lack of a reliable east-west transit connection has been a long-time concern for CCA and our members. These neighborhoods are not only growing, but South Park is home to the Convention Center with millions of visitors that need accessibility to the rest of Downtown and the region. The WSAB discussion was an opportunity to raise the profile of these concerns and make it clear that the absence of an east-west connection affects the entire Metro rail network.

At Metro's Board meeting on May 24th, CCA advocated that the Board move forward with Alignments E, G, and H because these three termini represent different points along a potential east-west transit connection. Regardless of which alignment would be selected as the environmentally superior alternative, the data from studying these three routes would help demonstrate the strong transit demand all along an east-west corridor, from the Arts District to South Park. We also asked for Metro's support for early planning efforts on an east-west line, separate from environmental review of the WSAB.

The Metro Board of Directors ultimately decided to move forward with Alignments E and G, ending at Union Station and the Downtown Transit Core respectively, and chose not to study Alignment H. Fortunately, Councilmember Huizar's office advanced a motion to begin planning for an extension of the Red Line to a 6th Street Arts District Station, and that work may be leveraged — alongside the WSAB EIR and Metro's Division 20 turnback facility and railyard expansion — to grow support for an east-west transit line through Downtown.

As these projects move ahead, CCA will continue to emphasize the central role that Downtown plays in the regional transportation network and our ongoing need for improved mobility options, especially as we prepare to welcome visitors from all over the world at the 2028 Olympics. Those needs will only increase as people and jobs move to neighborhoods like the Fashion District, Arts District, and Industrial District, and now is the time to plan for that growth — not after it's already arrived. We appreciate the involvement of our members and the leadership of the Business Improvement Districts in these efforts, and we're excited for the benefits that this work will bring to Downtown's residents, businesses, and visitors.

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: RELEASE: Councilmember Englander on Greater LA Homeless Count Results
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 5/31/2018, 3:04 PM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE -- Thursday, May 31, 2018

COUNCILMEMBER ENGLANDER ON GREATER LA HOMELESS COUNT RESULTS

Upon receiving the results for the 2018 Greater Los Angeles Homeless Count, Councilmember Englander credited his Neighborhoods FIRST strategy with reducing homelessness by almost 20% within Council District 12.

"The results from the count show that our strategy is working," Councilmember Englander said. "By funding both increased outreach services and code enforcement, our all-hands-on-deck approach is turning the tide by reducing the total number of individuals experiencing homelessness on our streets. This crisis is far from resolved, but Neighborhoods FIRST provides a blueprint for how we can help those living on our streets while protecting the health and safety of neighborhoods."

The 2018 Greater Los Angeles Homeless Count surveyed 700 homeless individuals living within Council District 12. This is a reduction from 869 in 2017 and a peak of 906 in 2016.

The Neighborhoods FIRST program began in late 2016 with the Clean Streets Clean Starts Initiative which paired individuals experiencing homelessness with job skills training through a neighborhood beautification program. In exchange for attending regular neighborhood clean ups, participants received drug treatment, job training, food gift cards, and access to housing. The program model has since spread to communities across Los Angeles.

In 2017, Councilmember Englander began directing office resources to funding additional deployments for LAPD HOPE teams and LA Sanitation workers. These teams work jointly with homeless outreach services to ensure that encampments don't threaten public health and that individuals living on the street are given the option of immediate shelter and access to LAHSA's Coordinated Entry System.

Additionally, Councilmember Englander has launched public-private partnerships with the San Fernando Valley Rescue Mission including fund raising for for two mobile shower units which provide approximately 1500 showers per month per unit along with outreach services, Donuts & Donations drives to support the Mission, and the 250LA Project engaging local small businesses in supporting homeless services.

The full 2018 Greater Homeless Count is available on the LAHSA website.

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Subject: ADVISORY: Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles
From: Colin Sweeney <colin.sweeney@lacity.org>
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

Advisory -- June 22, 2018

Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles

Councilmember Englander will join the Los Angeles Fire Department (LAFD), the United Firefighters of Los Angeles City (UFLAC), and the LAFD Historical Society in unveiling the first of 62 street signs to be installed across Los Angeles bearing the names of firefighters who died in the line of duty.

"The sacrifice of firefighters who've died in the line of duty can never be fully repaid," Councilmember Englander said. "What we can do is honor the memory of these guardians of our City. The place where they fell is hallowed ground and we will mark these locations in perpetuity as a memorial to their courage."

Councilmember Englander's motion to honor fallen firefighters passed City Council with a unanimous vote. The street signs will bear the name, badge number, and rank of firefighters who died in the course of their duties and be mounted near the location where they perished.

The first sign to be installed will honor Frank Hotchkin who died September 27, 1980 when the roof collapsed during a fire at what was then the Naval Marine Corps Reserve Center in Elysian Park.

WHAT:
Firefighter memorial sign unveiling

WHERE:
Frank Hotchkin Memorial Training Center
1700 Stadium Way
Los Angeles, CA 90012

WHEN:
Monday, June 25th
9:00 AM

SPEAKERS:
Councilmember Mitchell Englander
Chief Ralph Terrazas, LAFD
Tony Gamboa, President of UFLAC
Jim Finn, President of LAFD Historical Society

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Los Angeles City Councilmember
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Twelfth District

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Subject: MEDIA ADVISORY: Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles
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Date: 6/24/2018, 12:40 PM
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Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles

Councilmember Englander will join the Los Angeles Fire Department (LAFD), the United Firefighters of Los Angeles City (UFLAC), and the

LAFD Historical Society in marking the installation of the first of 62 street signs to be installed across Los Angeles bearing the names of firefighters who died in the line of duty.

The first sign to be installed will honor Frank Hotchkin who died September 27, 1980 when the roof collapsed during a fire at what was then the Naval Marine Corps Reserve Center in Elysian Park.

WHAT:
Memorial Street Signs for Fallen Firefighters

WHERE:
Frank Hotchkin Memorial Training Center
1700 Stadium Way
Los Angeles, CA 90012

WHEN:
Monday, June 25th
9:00 AM

SPEAKERS:
Councilmember Mitchell Englander
Chief Ralph Terrazas, LAFD
Tony Gamboa, President of UFLAC
Jim Finn, President of LAFD Historical Society

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Subject: MEDIA ADVISORY: Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 6/24/2018, 12:40 PM
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Media Advisory -- June 24, 2017

Street Signs Honoring Fallen Firefighters to be Installed Across Los Angeles

Councilmember Englander will join the Los Angeles Fire Department (LAFD), the United Firefighters of Los Angeles City (UFLAC), and the LAFD Historical Society in marking the installation of the first of 62 street signs to be installed across Los Angeles bearing the names of firefighters who died in the line of duty.

The first sign to be installed will honor Frank Hotchkin who died September 27, 1980 when the roof collapsed during a fire at what was then the Naval Marine Corps Reserve Center in Elysian Park.

WHAT:
Memorial Street Signs for Fallen Firefighters

WHERE:
Frank Hotchkin Memorial Training Center
1700 Stadium Way
Los Angeles, CA 90012

WHEN:
Monday, June 25th
9:00 AM

SPEAKERS:
Councilmember Mitchell Englander
Chief Ralph Terrazas, LAFD
Tony Gamboa, President of UFLAC
Jim Finn, President of LAFD Historical Society

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Subject: CCA Reflects - Dockless Bikes and Scooters: New Approaches to Urban Mobility - June 2018
From: Central City Association <toh@ccala.org>
Date: 6/26/2018, 3:05 PM
To: colin.sweeney@lacity.org

Image

June 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Dockless Bikes and Scooters: New Approaches to Urban Mobility

As many of you have seen in recent news, dockless bikes and scooters have become a hot topic, and cities across the country have been wrestling with how to best manage this new approach to urban mobility.

At CCA, we are focused on creating an accessible Downtown with enhanced connections between neighborhoods. Without the need for infrastructure, dockless bike and scooter programs can quickly create an entire new way of getting around a city at an affordable price. They're a creative solution to first and last-mile connection issues and can make DTLA more accessible for our residents, businesses and visitors. They can also be complementary to and increase ridership for the Metro Bike Share program and the entire Metro system. As the L.A. Times Editorial Board said, “scooters are not a scourge; they’re a solution.”

Dockless services have already seen success in places like Seattle, which has nearly 10,000 bikes in service throughout the city. There, approximately 75% of riders use the bikes to access transit, and 74% of residents view dockless bikes favorably while less than 20% view them unfavorably. Starting at $1 per ride and available with just a few swipes on a smartphone, dockless services are meeting a need for customers that traditional “docked” bike share options have struggled to attract.

Los Angeles is a growing city and home to the country’s worst traffic. Downtown plans to add 125,000 new residents by 2040, and we need to embrace programs that encourage people to get out of their cars and decrease the gridlock on our streets. New mobility options can also promote development that’s less car-oriented, helping to improve our urban design and reduce the cost of new housing.

LADOT recently proposed new regulations for dockless bikes and scooters, and their initial recommendations included a three-mile buffer around Downtown where these services would not be allowed to operate. This would have cut off access to bike and scooter sharing for as many as 860,000 people in the city’s most dense neighborhoods, including some communities that also don’t have access to Metro Bike Share.

With successful policies like the adaptive reuse ordinance, Downtown has proven to be the best testing ground for innovative projects and ideas. Downtown is at the center of LADOT’s innovation, with creative ideas around car-sharing, automated vehicles, and bicycle infrastructure being developed. They should continue to be an innovative partner and use Downtown as the place to try out new initiatives that benefit the city, and we are pleased that they revised their recommendations to remove this buffer.

We understand that there are legitimate concerns about these services and that we need proper regulations and incentives in place to keep Angelenos safe. Rules are needed for where to park these devices, the speed at which people can travel and other guidelines for how to create safe and clutter-free sidewalks. In addition, we need to make sure that bikeshare and scooter companies share their data about ridership and their operations with the City. This will help our city officials understand ridership and our city’s mobility needs, build trust between operators and our local government, and enable future innovative mobility solutions that create a dynamic and welcoming Downtown Los Angeles.

Services like dockless bikes and scooters just emerged and are rapidly evolving. We agree with the Santa Monica City Council’s collaborative approach and the recent action they took for a 16-month pilot program, and we look forward to working with LADOT and the companies leading this innovation to continue these important conversations to create a sustainable program for Los Angeles.

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Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: Team AMVETS Welcome Home Program June 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 7/2/2018, 12:22 PM
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Good Afternoon VA & Community Partners!

The monthly “Team AMVETS Welcome Home Program” data is attached. The program was able to serve 63 Veterans in the month of June.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at http://www.teamamvets.com/donate-to-veterans/ OR at https://teamamvets.funraise.org/

Total No. Veterans Served June 2018	**63**
Total No. of Veterans Served Nov. 2012 to Date	**4,248**
Total # Items Delivered	**54,042**
VALUE of delivered items	**$2,040,052**
Welcome Home Delivery Waitlist · **Fresno – 6** · **Long Beach – 9** · **Orange County – 1** · **San Diego – 4** · **Greater Los Angeles – 38**	**58 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/
Check us out: https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

Support veterans with each purchase on our online platform!
It's free. Shop your favorite stores. Keep your rewards and perks.
http://www.amvetsrewardsca.com

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Attachments:

June Dashboard.pdf	494 KB
June Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	561 KB

Subject: CCA Reflects - Proposition 10: Wrong Solution for Rent Control Reform - July 2018
From: Central City Association <toh@ccala.org>
Date: 7/31/2018, 11:10 AM
To: colin.sweeney@lacity.org

Image

July 2018
CCALA.org

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Proposition 10: Wrong Solution for Rent Control Reform

On November 6, 2018, California voters will be asked to cast their ballots on Proposition 10, an initiative that would allow local jurisdictions across the state to create their own rules on rent control. It is authored and funded by AIDS Healthcare Foundation president Michael Weinstein, who was also behind Measure S. Improving housing affordability and reducing homelessness are top priorities for our organization, which is why our members voted to officially oppose the initiative and why we believe it's important to explain how this position supports those goals.

Proposition 10 would repeal the Costa-Hawkins Rental Housing Act, a California statute passed in 1995 that regulates rent control. One of the key provisions of the law is "vacancy decontrol," a rule that allows landlords to charge market rent when a new tenant leases a unit. Costa-Hawkins also prohibits applying rent control to single family homes, most condo units, and multifamily rental units first occupied after February 1, 1995 (i.e., new construction).

Rent-stabilized units in L.A. are limited to rent increases between 3% and 8% per year, though the increases permitted by the Rent Adjustment Commission have only exceeded 3% in three out of the past 20 years, and they haven't exceeded 5% in any year since 1985. Here in Los Angeles there are approximately 600,000 rent-stabilized units, which is about 3/4 of the city's multifamily housing stock. Since 2001, upwards of 20,000 rent-stabilized units have been taken off the market for demolition, condo conversion, or other changes of use. Rent control is limited in L.A. to units built prior to October 1, 1978.

To support the Costa-Hawkins repeal initiative, proponents point to the declining number of rent-stabilized units, rent increases that occur when tenants vacate a unit, and the relative lack of stability for renters in condos, single-family homes, and newer multifamily units which are not subject to rent control.

Opponents argue that rent control is poorly targeted, with savings tied to length of tenancy rather than financial need, and that expanding rent control can depress housing production, worsening the housing shortage that's at the root of the affordability crisis. They also point to economic studies like those published by Diamond, McQuade, and Qian from Stanford University which show that while rent control policies benefit some, their net impact to renters is negative.

CCA recognizes that our current housing market is failing too many people. Unfortunately a full repeal of Costa Hawkins goes too far, setting the state up for a variety of abuses and unintended consequences, many of them irreversible. This is why not only business organizations and housing developers oppose Proposition 10, but also veterans groups, the California NAACP, and the Building Trades Council, one of the largest labor groups in the state.

One of CCA's main concerns with Proposition 10 is that it would completely remove all of the "guard rails" of the Costa-Hawkins Act, almost certainly leading to negative impacts on the supply of new housing and thereby decreasing overall housing affordability. Many cities across the state have been hostile to housing production, and this initiative would give them new tools to create barriers to development. These jurisdictions could, for example, apply vacancy control to new housing, dramatically increasing the financial risk of housing development and redirecting capital investment into other states and other sectors. This is the last thing we need in a state with a housing deficit of more than three million homes.

Image

Proposition 10 could threaten new housing production, including the Transit Oriented Communities (TOC) program which incentivizes the creation of affordable housing. A map of TOC projects is here.
Source: L.A. Department of City Planning, Housing Project Report, July 2018

Even in well-meaning cities there's potential for rent control regulations to have unintended negative consequences -- a theme we've seen time and again with "ballot box planning" initiatives like Proposition 13 and Proposition U, and now Proposition 10. Ballot measures like these tend to create more problems than they solve, and they've made it harder -- not easier -- to address the root causes of our housing affordability crisis.

Our other primary concern is the inflexibility of this initiative. Unlike rules enacted through the state legislature, Proposition 10's effects could only be reversed or reformed through another ballot measure. Rent control reform should be worked out in the state legislature, where its policy implications can be fully considered -- and where mistakes or changing circumstances allow for the law to be revisited and fixed in the years to come. The time is ripe for a bill that reforms Costa-Hawkins' more out-of-date provisions while maintaining the guard rails that ensure continued housing production and a state of good repair for existing rental homes.

We know that resolving the housing crisis will require a comprehensive approach, addressing not just housing production but also tenant stability and public resources. We believe it's possible -- and, in fact, necessary -- to advance all of these interests simultaneously. That's why CCA is strongly supporting Proposition 1, a $4 billion housing bond for the construction of new affordable housing, which will also be on the November ballot.

Proposition 10 was not written with a holistic approach in mind, and its narrow focus would undermine efforts to provide more housing and increase public subsidies. CCA is committed to opposing Proposition 10 this November, and we will continue working with our members, state and local officials, and other key partners to advocate for comprehensive, win-win solutions to the housing crisis.

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Subject: Team AMVETS Welcome Home Program July 2018
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Date: 8/2/2018, 10:24 AM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Charles.Selby@va.gov" <Charles.Selby@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Marlene.McCraw-Brewster@va.gov" <Marlene.McCraw-Brewster@va.gov>, "Rosemary.Conn@va.gov" <Rosemary.Conn@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Cascio, Tracy (Tracy.Cascio@va.gov)" <Tracy.Cascio@va.gov>, "Roberta.Rosenthal@va.gov" <Roberta.Rosenthal@va.gov>, "teresa.guardadodavis@va.gov" <teresa.guardadodavis@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, Matthew Doherty <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, Jeremy Sidell <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Shelby Bollenbacher <ShelbyB@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "charlie.lonon@va.gov" <charlie.lonon@va.gov>, Houa Vue <sgtvue@gmail.com>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, Blas Villalobos <blas.villalobos@lacity.org>, "ben.rejniak@mail.house.gov"

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CC: Karina Guzman <karina@teamamvets.com>

Good Morning VA & Community Partners!

The monthly "Team AMVETS Welcome Home Program" data is attached. The program was able to serve 45 Veterans in the month of July.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at http://www.teamamvets.com/donate-to-veterans/ OR at https://teamamvets.funraise.org/

Total No. Veterans Served July 2018	**45**
Total No. of Veterans Served Nov. 2012 to Date	**4,293**
Total # Items Delivered	**54,656**
VALUE of delivered items	**$2,060,975**
Welcome Home Delivery Waitlist · **Fresno – 16** · **Long Beach – 8** · **Orange County – 0** · **San Diego – 8**	**58 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

· **Greater Los Angeles – 26**	

Thank You,

Karina Guzman

Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/
Check us out: https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

Support veterans with each purchase on our online platform!
It's free. Shop your favorite stores. Keep your rewards and perks.
http://www.amvetsrewardsca.com

TEAM AMVETS
Department of California Service Foundation

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Attachments:

July Dashboard.pdf	511 KB
July Data Tracking.pdf	249 KB

Subject: Re: RELEASE: Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 8/3/2018, 10:55 AM
To: "Alpert, Emily" <Emily.Alpert@latimes.com>

Yes, possession would be a crime.

On Fri, Aug 3, 2018 at 10:54 AM, Alpert, Emily <Emily.Alpert@latimes.com> wrote:

> and both could be banned?
>
> ---
>
> **From:** Colin Sweeney <colin.sweeney@lacity.org>
> **Sent:** Friday, August 3, 2018 10:54:13 AM
>
> **To:** Alpert, Emily
> **Subject:** Re: RELEASE: Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry
>
> The emphasis is on the blueprints/IP but the legislation includes the physical weapons themselves.
>
> On Fri, Aug 3, 2018 at 10:52 AM, Alpert, Emily <Emily.Alpert@latimes.com> wrote:
>
>> The intent is to ban both possession of the blueprints AND possession of the guns themselves? The motion says prohibit and/or regulate so I wanted to be sure.
>>
>> ---
>>
>> **From:** Colin Sweeney <colin.sweeney@lacity.org>
>> **Sent:** Friday, August 3, 2018 10:44:28 AM
>> **To:** Alpert, Emily
>> **Subject:** Re: RELEASE: Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry
>>
>> The specific penalty will be specified when it is drafted as an ordinance however the intent is to make it a misdemeanor in Los Angeles.
>>
>> On Fri, Aug 3, 2018 at 10:40 AM, Alpert, Emily <Emily.Alpert@latimes.com> wrote:
>>
>>> the motion doesn't say misdemeanor charges
>>>
>>> ---
>>>
>>> **From:** Colin Sweeney <colin.sweeney@lacity.org>
>>> **Sent:** Friday, August 3, 2018 10:35:16 AM
>>> **Cc:** Bree Breckenridge
>>> **Subject:** RELEASE: Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry

FOR IMMEDIATE RELEASE -- August 3, 2018

Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry

Councilmember Englander introduced legislation today that would make the possession, download, or distribution of blueprint files for 3D printed weaponry a misdemeanor offense in the City of Los Angeles. He also introduced a resolution calling on the State of California to make these same activities a felony under state law.

"As Chair of the City's Public Safety Committee, it's my job to ensure that dangerous weapons do not inundate our streets," Councilmember Englander said. "With the emergence of technology expanding the accessibility of such weapons it is important that policy makers craft legislation to counter these emerging threats."

Under the Undetectable Firearms Act, signed into law by President Ronald Reagan in 1988, it is illegal for anyone to manufacture, possess, sell, or distribute a firearm of any kind if it can’t be detected by a metal detector. This makes all 3D printed firearms illegal as they can be made solely of plastic material.

In 2016, California passed a law requiring individuals who make 3D printed firearms to apply for a serial number from the Department of Justice as well as legislation mandating that 3D printed firearms contain a piece of stainless steel, which essentially would allow 3D printed firearms to comply with the federal Undetectable Firearms Act.

In an effort to comply with this law, many blueprints of 3D firearms contain detailed instructions on how to add a metal piece as part of the design, which enables the weapon to be in compliance with Federal law. However, this law does not stipulate which parts of the firearm must be metal, and so it could simply be a non-essential component that, once removed, would leave the firearm operable and undetectable by metal detectors. Because of this adaptation, these laws are not effective in curtailing the manufacturing of 3D printed firearms. This simple workaround enables the firearm to be in compliance with the federal and state law, but is still undoubtedly a danger to the public by being able to easily evade metal detection and maintain the firearm’s operational ability.

Given the ineffectiveness of current regulations and the existence of countless blueprints for 3D printable firearms already online, the City of Los Angeles must take the steps necessary in order to effectively prohibit and/or regulate 3D printed firearms in the City. This legislation

> > seeks to establish an ordinance which prohibits and/or regulates the possession and use of both the 3D printed firearms as well as the blueprints that contain the instructions for said firearms.
> >
> > Copies of the motion and resolution are attached.
> >
> > **MEDIA CONTACT:**
> > **Colin Sweeney**
> > **Communications Director**
> > **Cell (213) 804-5811**
> > **Email: Colin.Sweeney@lacity.org**
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> > **Los Angeles City Councilmember President Pro Tempore**
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Subject: RELEASE: Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or Distribution of 3D Printed Weaponry
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 8/3/2018, 10:35 AM
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FOR IMMEDIATE RELEASE -- August 3, 2018

Councilmember Englander Introduces Legislation Criminalizing the Possession, Download, or

Distribution of 3D Printed Weaponry

Councilmember Englander introduced legislation today that would make the possession, download, or distribution of blueprint files for 3D printed weaponry a misdemeanor offense in the City of Los Angeles. He also introduced a resolution calling on the State of California to make these same activities a felony under state law.

"As Chair of the City's Public Safety Committee, it's my job to ensure that dangerous weapons do not inundate our streets," Councilmember Englander said. "With the emergence of technology expanding the accessibility of such weapons it is important that policy makers craft legislation to counter these emerging threats."

Under the Undetectable Firearms Act, signed into law by President Ronald Reagan in 1988, it is illegal for anyone to manufacture, possess, sell, or distribute a firearm of any kind if it can't be detected by a metal detector. This makes all 3D printed firearms illegal as they can be made solely of plastic material.

In 2016, California passed a law requiring individuals who make 3D printed firearms to apply for a serial number from the Department of Justice as well as legislation mandating that 3D printed firearms contain a piece of stainless steel, which essentially would allow 3D printed firearms to comply with the federal Undetectable Firearms Act.

In an effort to comply with this law, many blueprints of 3D firearms contain detailed instructions on how to add a metal piece as part of the design, which enables the weapon to be in compliance with Federal law. However, this law does not stipulate which parts of the firearm must be metal, and so it could simply be a non-essential component that, once removed, would leave the firearm operable and undetectable by metal detectors. Because of this adaptation, these laws are not effective in curtailing the manufacturing of 3D printed firearms. This simple workaround enables the firearm to be in compliance with the federal and state law, but is still undoubtedly a danger to the public by being able to easily evade metal detection and maintain the firearm's operational ability.

Given the ineffectiveness of current regulations and the existence of countless blueprints for 3D printable firearms already online, the City of Los Angeles must take the steps necessary in order to effectively prohibit and/or regulate 3D printed firearms in the City. This legislation seeks to establish an ordinance which prohibits and/or regulates the possession and use of both the 3D printed firearms as well as the blueprints that contain the instructions for said firearms.

Copies of the motion and resolution are attached.

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Attachments:

3D Printed Firearm Legislation.pdf	137 KB

Subject: Team AMVETS Welcome Home Program August 2018
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Date: 9/4/2018, 12:44 PM
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Good Afternoon VA & Community Partners!

The monthly “Team AMVETS Welcome Home Program” data is attached. The program was able to serve 54 Veterans in the month of August.

Help US Help OUR VETERANS!

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up! Or donate to the cause at http://www.teamamvets.com/donate-to-veterans/ OR at https://teamamvets.funraise.org/.

Total No. Veterans Served August 2018	**54**
Total No. of Veterans Served Nov. 2012 to Date	**4,347**
Total # Items Delivered	**55,441**
VALUE of delivered items	**$2,088,820**
Welcome Home Delivery Waitlist · **Fresno – 19** · **Long Beach – 15** · **Orange County – 0** · **San Diego – 0** · **Greater Los Angeles – 15**	**49 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
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Donate at: http://www.teamamvets.com/donate-to-veterans/
Check us out: https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on IG & Twitter!

Support veterans with each purchase on our online platform!
It's free. Shop your favorite stores. Keep your rewards and perks.
http://www.amvetsrewardsca.com

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Attachments:

August Dashboard.pdf	516 KB
August Data Tracking.pdf	251 KB
How YOU Can Help VETERANS WISH LIST.pdf	561 KB

Subject: ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 9/11/2018, 10:59 AM
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Advisory -- September 11, 2018

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Tomorrow's memorial will include a reading of the names of victims, a ringing of bells throughout the Chatsworth community at 4:22 PM, and an LAPD Missing Man Formation Flyover.

WHAT:
Chatsworth Train Collision Memorial Ceremony

WHEN:
Wednesday, September 12
Program begins promptly at 3:30 PM

WHERE:
Ride On Therapeutic Horsemanship
10860 Topanga Canyon Blvd.
Chatsworth, CA 91311

WHO:
Councilmember Mitchell Englander
Supervisor Peter C. Foy, Ventura
Mayor Bob Huber, Simi Valley
Mayor Pro Tempore Glen Becerra, Simi Valley
Assemblymember Dante Acosta
Assemblymember Tom Lackey
Hon. Antonio Villaraigosa
Hon. Dennis Zine
Hon. Richard Katz
Chief Omar Watson, California Highway Patrol
Sheriff Jim McDonnell
Chief Ralph Terrazas, Los Angeles Fire Department
Chief Michel Moore, Los Angeles Police Department
Chief Steven Zipperman, Los Angeles School Police Department

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell: (213) 804-5811
Email: Colin.Sweeney@lacity.org

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander

Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Subject: RE: [EXT] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony
From: KTLA story ideas <ktla@ktla.com>
Date: 9/11/2018, 11:03 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

KTLA will most likely cover, thanks

From: Colin Sweeney <colin.sweeney@lacity.org>
Sent: Tuesday, September 11, 2018 10:59 AM
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
Subject: [EXT] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

EXTERNAL EMAIL

Advisory -- September 11, 2018

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e: Councilmember.Englander@lacity.org | w: Englander.la

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Subject: RE: [EXTERNAL] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony
From: "Fain, Marla (NBCUniversal)" <Marla.Fain@nbcuni.com>
Date: 9/11/2018, 1:17 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Thank you, and will do.

Marla Fain
Assignment Editor, NBC4 News
100 Universal City Plaza, Bldg 2120, Universal City, CA 91608
o 818.684.3939 **m** 818.732.5934
marla.fain@nbcuni.com

From: Colin Sweeney [mailto:colin.sweeney@lacity.org]
Sent: Tuesday, September 11, 2018 1:14 PM
To: Fain, Marla (NBCUniversal)
Subject: Re: [EXTERNAL] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

Yes, multiple family members will be present. Out of respect for them however, please speak to me if you're interested in an interview and I will be able to connect you with someone willing to talk on camera during the event.

Best,
Colin

On Tue, Sep 11, 2018 at 1:11 PM, Fain, Marla (NBCUniversal) <Marla.Fain@nbcuni.com> wrote:
Hi Colin,

Any victim family members expected to be present?

Marla Fain
Assignment Editor, NBC4 News
100 Universal City Plaza, Bldg 2120, Universal City, CA 91608
o 818.684.3939 **m** 818.732.5934
marla.fain@nbcuni.com

From: Colin Sweeney [mailto:colin.sweeney@lacity.org]
Sent: Tuesday, September 11, 2018 10:59 AM

Cc: Bree Breckenridge
Subject: [EXTERNAL] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

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Subject: Re: [EXTERNAL] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 9/11/2018, 1:13 PM
To: "Fain, Marla (NBCUniversal)" <Marla.Fain@nbcuni.com>

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> Hi Colin,
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>
> **Marla Fain**
>
> Assignment Editor, NBC4 News
>
> 100 Universal City Plaza, Bldg 2120, Universal City, CA 91608
>
> **o** 818.684.3939 **m** 818.732.5934
>
> **marla.fain@nbcuni.com**
>
> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]
> **Sent:** Tuesday, September 11, 2018 10:59 AM
> **Cc:** Bree Breckenridge
> **Subject:** [EXTERNAL] ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

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From: Colin Sweeney [mailto:colin.sweeney@lacity.org]
Sent: Tuesday, September 11, 2018 10:59 AM
Cc: Bree Breckenridge
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WHERE:
Ride On Therapeutic Horsemanship
10860 Topanga Canyon Blvd.
Chatsworth, CA 91311

WHO:
Councilmember Mitchell Englander
Supervisor Peter C. Foy, Ventura
Mayor Bob Huber, Simi Valley
Mayor Pro Tempore Glen Becerra, Simi Valley
Assemblymember Dante Acosta

Assemblymember Tom Lackey

Hon. Antonio Villaraigosa
Hon. Dennis Zine
Hon. Richard Katz
Chief Omar Watson, California Highway Patrol
Sheriff Jim McDonnell
Chief Ralph Terrazas, Los Angeles Fire Department
Chief Michel Moore, Los Angeles Police Department

Chief Steven Zipperman, Los Angeles School Police Department

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell: (213) 804-5811

Email: Colin.Sweeney@lacity.org

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Subject: Re: ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 9/11/2018, 11:45 AM
To: Michelle Lawson Biggs <exec@chatsworthchamber.com>

See jpegs attached. Please include this link:
https://www.eventbrite.com/e/10th-anniversary-memorial-of-the-chatsworth-train-tragedy-tickets-49717198479?aff=ChatsworthChamber

On Tue, Sep 11, 2018 at 11:33 AM, Michelle Lawson Biggs <exec@chatsworthchamber.com> wrote:

> Colin,
>
> Can you send this to me in jpg? I will e-blast to community.
>
> Sincerely,
>
> *Michelle Lawson*
>
> Executive Director
>
> Chatsworth-Porter Ranch Chamber of Commerce
>
> 10038 Old Depot Plaza Road
>
> Chatsworth, CA 91311
>
> T: 818.341.2428
>
> F: 818.341.4930
>
> www.ChatsworthChamber.com
>
> ---
>
> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]
> **Sent:** Tuesday, September 11, 2018 10:59 AM
> **Cc:** Bree Breckenridge
> **Subject:** ADVISORY: Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with

Memorial Ceremony

Advisory -- September 11, 2018

Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

Los Angeles City Councilmember Mitchell Englander will host a memorial ceremony for the victims of the Chatsworth Train Collision which occurred ten years ago on September 12, 2008. Attendees will include friends and families of the victims, representatives of emergency response agencies called to the scene, current and former elected officials, and civilian members of the broader community who offered assistance during the tragedy.

The crash between the Metrolink passenger train and a Union Pacific freight train was the deadliest in Metrolink's history resulting in the death of 25 individuals and 135 reported injured. Several hundred emergency response personnel were deployed to the scene from multiple agencies including LAPD, LAFD, LA County Fire, LA County Sheriff's Department, and California Highway Patrol. Civilians who lived near the crash site also came out of the safety of their homes to offer assistance. Local businesses and churches donated facilities and resources to aid emergency response efforts.

The aftermath of the crash resulted in the adoption of new safety measures as well as the passage of the Rail Safety Improvement Act of 2008 and the installation of Positive Train Control (PTC) systems on the majority of Metrolink owned railways.

Tomorrow's memorial will include a reading of the names of victims, a ringing of bells throughout the Chatsworth community at 4:22 PM, and an LAPD Missing Man Formation Flyover.

WHAT:

Chatsworth Train Collision Memorial Ceremony

WHEN:

Wednesday, September 12

Program begins promptly at 3:30 PM

WHERE:

Ride On Therapeutic Horsemanship

10860 Topanga Canyon Blvd.

Chatsworth, CA 91311

WHO:

Councilmember Mitchell Englander

Supervisor Peter C. Foy, Ventura

Mayor Bob Huber, Simi Valley

Mayor Pro Tempore Glen Becerra, Simi Valley

Assemblymember Dante Acosta

Assemblymember Tom Lackey

Hon. Antonio Villaraigosa

Hon. Dennis Zine

Hon. Richard Katz

Chief Omar Watson, California Highway Patrol

Sheriff Jim McDonnell

Chief Ralph Terrazas, Los Angeles Fire Department

Chief Michel Moore, Los Angeles Police Department

Chief Steven Zipperman, Los Angeles School Police Department

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell: (213) 804-5811
Email: Colin.Sweeney@lacity.org

###

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
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e: Councilmember.Englander@lacity.org | w: Englander.la

20180911 ADVISORY Chatsworth Train Collision.jpg

Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

Advisory -- September 11, 2018

Chatsworth Community to Observe the 10th Anniversary of Metrolink Train Disaster with Memorial Ceremony

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Wednesday, September 12
Program begins promptly at 3:30 PM

WHERE:
Ride On Therapeutic Horsemanship
10860 Topanga Canyon Blvd.
Chatsworth, CA 91311

WHO:
Councilmember Mitchell Englander
Supervisor Peter C. Foy, Ventura
Mayor Bob Huber, Simi Valley
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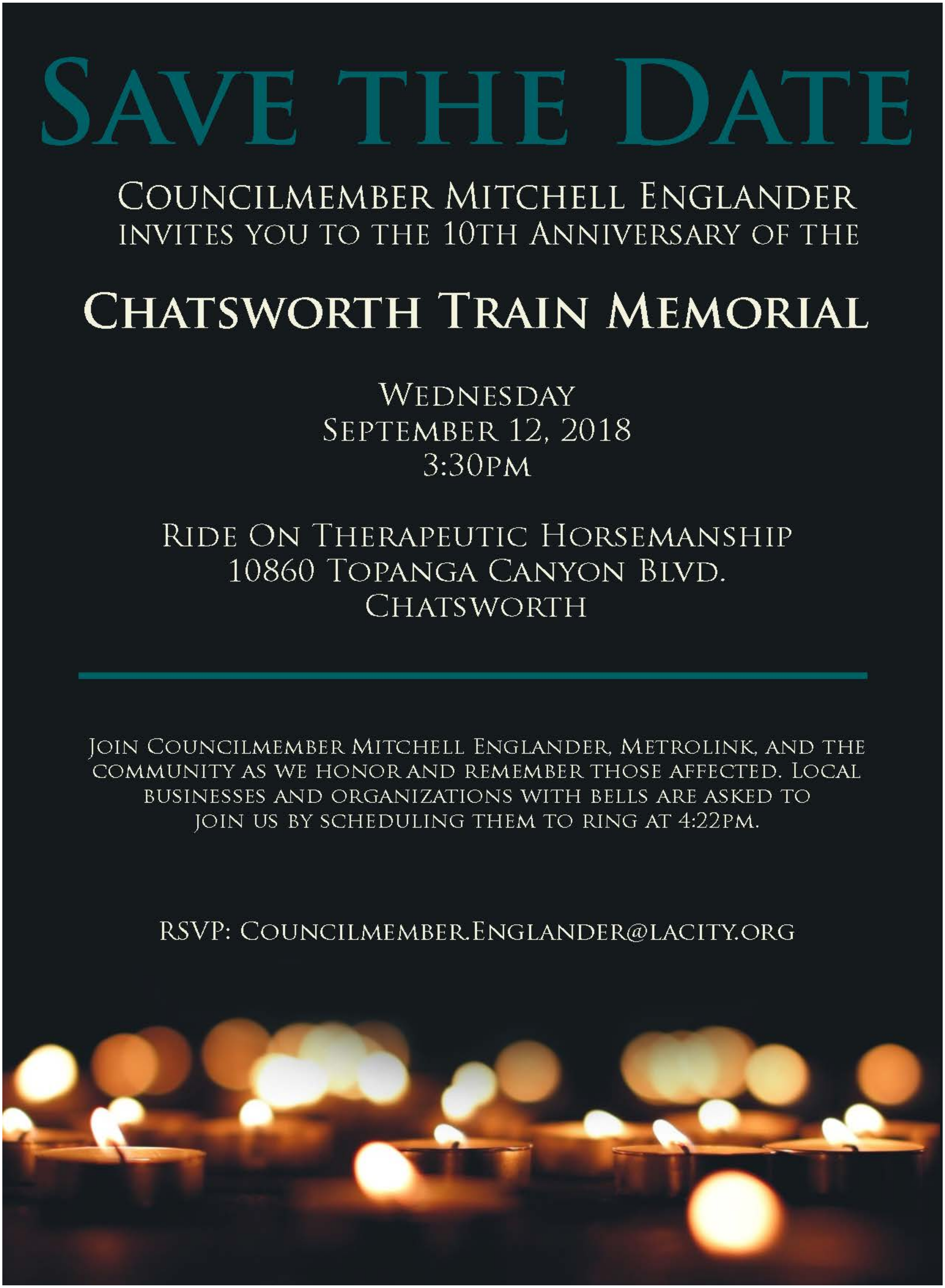
Assemblymember Dante Acosta
Assemblymember Tom Lackey
Hon. Antonio Villaraigosa
Hon. Dennis Zine
Hon. Richard Katz
Chief Omar Watson, California Highway Patrol
Sheriff Jim McDonnell
Chief Ralph Terrazas, Los Angeles Fire Department
Chief Michel Moore, Los Angeles Police Department
Chief Steven Zipperman, Los Angeles School Police Department

Chatsworth Train Memorial Save the Date.jpg



SAVE THE DATE

COUNCILMEMBER MITCHELL ENGLANDER
INVITES YOU TO THE 10TH ANNIVERSARY OF THE

CHATSWORTH TRAIN MEMORIAL

WEDNESDAY
SEPTEMBER 12, 2018
3:30PM

RIDE ON THERAPEUTIC HORSEMANSHIP
10860 TOPANGA CANYON BLVD.
CHATSWORTH

JOIN COUNCILMEMBER MITCHELL ENGLANDER, METROLINK, AND THE COMMUNITY AS WE HONOR AND REMEMBER THOSE AFFECTED. LOCAL BUSINESSES AND ORGANIZATIONS WITH BELLS ARE ASKED TO JOIN US BY SCHEDULING THEM TO RING AT 4:22PM.

RSVP: COUNCILMEMBER.ENGLANDER@LACITY.ORG

Attachments:

20180911 ADVISORY Chatsworth Train Collision.jpg	324 KB
Chatsworth Train Memorial Save the Date.jpg	162 KB

Subject: CCA Reflects - The Future of Downtown Mobility: New Uses for Old Streets - September 2018
From: Central City Association <toh@ccala.org>
Date: 10/1/2018, 12:25 PM
To: colin.sweeney@lacity.org

Image

September 2018
CCALA.org

Image

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

The Future of Downtown Mobility: New Uses for Old Streets

Dockless bicycles and scooters.

DASH service improvements and a countywide Metro bus route restructure.

My Figueroa, 7th Street, and Main & Spring Forward streetscape improvements.

Ride-hailing, electric car-share, charging stations, and autonomous vehicles.

The West Santa Ana Branch light rail line, DTLA Streetcar, and Regional Connector.

Reduced parking requirements, new design standards, and a Downtown transportation management organization (TMO).

The list goes on.

An exciting array of new services, plans, projects, and innovative technologies are changing how we move around DTLA. These changes can be transformative, but they won't come without growing pains. They'll require tough conversations about how we use our streets and how we prioritize transportation investments in the future, and CCA is taking a leadership role helping to reimagine the mobility landscape in Downtown LA.

In a built-up community like Downtown, our capacity for new roads has long been maxed out. And with 125,000 new residents and 55,000 new jobs headed to Downtown over the next 20 years, our streets will be seized by gridlock if everyone chooses to drive every day. Bus ridership is already declining throughout the county due to worsening traffic and slower average speeds, and maintaining the status quo is a recipe for continuing ridership losses, more single-occupancy driving, and increasing congestion.

This downward spiral sounds grim: traffic leads to declining bus ridership which leads to even more traffic. The good news is that the reverse is also possible: a virtuous cycle where prioritizing transit and active transportation increases ridership, and increasing ridership helps spur further investments and greater public support for transit and active transportation.

We can't create a city where congestion doesn't exist. In fact, if you look around the world you'll find that traffic is a sign of vibrancy and dynamism, and no city of our size and density has successfully eliminated congestion. What we can do, what Downtown should strive to do, and in fact what we must do to continue to grow and thrive, is to offer an alternative to congestion for those who would take it.

The first and most important step is to provide safe, affordable, and convenient alternatives to driving. Making those alternatives more appealing means using our public right-of-way differently, giving both space and priority to those who walk, bike, roll, bus, train, shuttle, or carpool. Very often, that additional space and priority will require converting car lanes and on-street parking spaces into more efficient uses.

Those changes will take many forms, and they must be implemented with context and thoughtfulness. In some places, wider and better-lit sidewalks will be a top priority. In other locations, protected lanes for scooters, bikes, and e-bikes will be needed to create a community-wide network of safe active transportation connections. Lanes reserved exclusively for transit and shuttles should be recognized as a reward for those who share their commute, not a penalty for those who drive.

The My Figueroa streetscape update includes all these changes and more, and it's already providing important lessons for future street redesigns. Through it we've seen the popularity of protected bike lanes and off-board transit stops, but also the challenges of coordinating multiple departments and encouraging new behaviors for road users, regardless of mode. As we implement future streetscape plans such as 7th Street and Main & Spring Forward, we must learn from past mistakes, build on our successes, and continue to test out new and innovative approaches.

Another example is CicLAvia, an ongoing open streets event where part of Los Angeles closes its streets to cars and turns them over to people walking and biking. Yesterday was perhaps the biggest CicLAvia yet, stretching all the way from the Walt Disney Concert Hall to Hollywood Bowl to celebrate the LA Philharmonic's 100th anniversary. CicLAvia regularly draws tens of thousands of attendees and it's exposed the incredible demand for alternatives to driving. It's a great example of the opportunity our streets represent for more flexible uses, and it shows what's possible when we give people options.

How and where street redesigns are implemented is a question for our entire community to explore; whether they happen at all should not be. There will be debate about the form that change should take, but we hope everyone can agree that change will be necessary.

Our streets are the largest, most pervasive public resource we have, and a revitalized Downtown would be incomplete if it didn't include a new vision for that space. We're excited to work with our members to help create that new vision, and we look forward to a future for Downtown mobility that's full of choice, convenience, security, and speed.

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017

Subject: Re: RELEASE: COUNCILMEMBER ENGLANDER SEEKS 'TRAP & RELEASE' COYOTE MANAGEMENT PROGRAM
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 10/3/2018, 1:33 PM
To: "Christie, Jim I. (Reuters)" <Jim.Christie@thomsonreuters.com>

It will be heard in committee (Personnel and Animal Welfare) in the next few weeks. The chair of the committee Paul Koretz determines exact timing. He is a cosponsor of the legislation and Englander is also on the committee so we expect swift passage. It then returns to full council for a vote.

On Wed, Oct 3, 2018 at 1:27 PM Christie, Jim I. (Reuters) <Jim.Christie@thomsonreuters.com> wrote:

> Colin,
>
> What is the timeline for the legislation to be heard?
>
> Cheers,
>
> Jim
>
> Jim Christie
>
> Correspondent
>
> Reuters News
>
> 50 California Street, Floor 27
>
> San Francisco, CA 94111
>
> O +1 415 677 2539
>
> M +1 415 637 8642
>
> jim.christie@thomsonreuters.com
>
> @JChristieTweets
>
> Join the conversation at http://online.thomsonreuters.com/communities/

From: Colin Sweeney <colin.sweeney@lacity.org>
Sent: Wednesday, October 03, 2018 12:23 PM
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
Subject: RELEASE: COUNCILMEMBER ENGLANDER SEEKS 'TRAP & RELEASE' COYOTE MANAGEMENT PROGRAM

Los Angeles City Councilmember
MITCHELL ENGLANDER
E
Council District 12

FOR IMMEDIATE RELEASE -- October 3, 2018

Councilmember Englander Seeks 'Trap & Release' Coyote Management Program

LOS ANGELES - Councilmember Mitchell Englander introduced legislation today directing the Los Angeles Department of Animal Services to develop alternatives for coyote management including a program for the trap and release of wild coyotes discovered near populated areas of Los Angeles. Over the recent summer, residents reported coyote sightings in parks, open spaces, and in neighborhoods endangering children and domestic pets.

"Trap and release is the most effective, humane way to address the challenge of wild coyotes in our communities," Councilmember Englander said. "The longer a coyote spends in close proximity to residential areas, the more likely it is to attack people or pets or endanger itself from exposure to traffic and other urban hazards. By capturing the animal and returning it to the wild we protect both the safety of residents and the animal itself."

Currently, the Department of Animal Services educates and works with residents to avoid actions that may inadvertently encourage coyotes such as providing water, food, and cover. Despite this, problems with coyotes persist and in some cases have gotten worse.

Experts such as Wildlife Specialist Robert Timm of the University of California's Hopland Research and Extension Center have observed "an increasing problem with coyotes losing their fear of humans and becoming aggressive."

A recent example of a coyote attack occurred on March 14, 2017. A 5-year old boy was bitten on the leg while playing soccer at the California State University of Los Angeles. The coyote then aggressively approached a woman who flagged down campus police. There have also been reports of coyotes attacking pets in yards.

Coyotes can carry diseases such as rabies and Tularemia as well as parasites including ticks, mites, fleas, worms, and flukes.

In order to protect the safety of neighborhoods and residents, the Department of Animal Services must take a more proactive approach when it comes to coyote management. This legislation directs the department to report on regulations, current practices and alternative options for coyote management including a trap and release program.

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

###

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander

> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacity.org | w: Englander.la**

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Sent using Federation Communicator

Subject: RE: [EXTERNAL] RELEASE: COUNCILMEMBER ENGLANDER SEEKS 'TRAP & RELEASE' COYOTE MANAGEMENT PROGRAM
From: "Sovani, Aliya-Jasmine (NBCUniversal)" <AliyaJasmine@nbcuni.com>
Date: 10/5/2018, 11:44 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

Thanks Colin.

From: Colin Sweeney [mailto:colin.sweeney@lacity.org]
Sent: Friday, October 05, 2018 11:20 AM
To: Sovani, Aliya-Jasmine (NBCUniversal) <AliyaJasmine@nbcuni.com>
Subject: Re: [EXTERNAL] RELEASE: COUNCILMEMBER ENGLANDER SEEKS 'TRAP & RELEASE' COYOTE MANAGEMENT PROGRAM

Hi Aliya,

This motion is just the beginning. The legislation needs to be heard in committee and a program passed by full council before city employees start doing this so we're at least a month or two out from this being policy. Will keep you abreast of developments though!

C

On Fri, Oct 5, 2018 at 11:16 AM Sovani, Aliya-Jasmine (NBCUniversal) <AliyaJasmine@nbcuni.com> wrote:

> Hi Colin,
>
> My name is Aliya Jasmine and I'm a reporter at NBC4, I might be interested in covering this story for publication across NBC4's social media and digital platforms. We had previously covered a story about coyotes, and what do if they come close. But this Trap and Release angle is something we didn't touch on. Is there possibility of actually documenting this process for our cameras?
>
> Let me know! Thank you
>
> **From:** Colin Sweeney [mailto:colin.sweeney@lacity.org]
> **Sent:** Wednesday, October 03, 2018 12:23 PM
> **Cc:** Bree Breckenridge <bree.breckenridge@lacity.org>
> **Subject:** [EXTERNAL] RELEASE: COUNCILMEMBER ENGLANDER SEEKS 'TRAP & RELEASE' COYOTE MANAGEMENT PROGRAM
>
> Website Header.JPG
>
> **FOR IMMEDIATE RELEASE -- October 3, 2018**
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>
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>
> **MEDIA CONTACT:**
> **Colin Sweeney**
> **Communications Director**
> **Cell (213) 804-5811**
> **Email: Colin.Sweeney@lacity.org**
>
> **###**
>
> --
> **Colin Sweeney**
> **Communications Director**
> **Councilmember Mitchell Englander**

> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacity.org | w: Englander.la**

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Subject: Re: ADVISORY: Councilmember Englander to Break Ground on New 50 Acre Park in Porter Ranch
From: Olga Grigoryants <ogrigoryants@scng.com>
Date: 10/5/2018, 10:42 AM
To: Colin Sweeney <colin.sweeney@lacity.org>

Great. Thank you!

On Fri, Oct 5, 2018 at 10:41 AM Colin Sweeney <colin.sweeney@lacity.org> wrote:

> Yes sure do. A post event release is going out today shortly and I'll be sure you receive a copy. Will also send some photos
>
> On Fri, Oct 5, 2018 at 10:40 AM Olga Grigoryants <ogrigoryants@scng.com> wrote:
>
>> Hi Colin,
>>
>> Thanks for sending the press release. I was not able to make it, but we are planning to write a story. Do you have any photos that we could use?
>>
>> Thanks!
>> Olga
>>
>> On Thu, Oct 4, 2018 at 5:56 PM Colin Sweeney <colin.sweeney@lacity.org> wrote:
>>
>>> Hi Olga,
>>>
>>> I wanted to be sure this groundbreaking was on your radar. Should be an interesting event and its been a long time coming.
>>>
>>> ---------- Forwarded message ---------
>>> From: **Colin Sweeney** <colin.sweeney@lacity.org>
>>> Date: Thu, Oct 4, 2018 at 12:06 PM
>>> Subject: ADVISORY: Councilmember Englander to Break Ground on New 50 Acre Park in Porter Ranch
>>> To:
>>> Cc: Bree Breckenridge <bree.breckenridge@lacity.org>
>>>
>>>
>>>

Los Angeles City Councilmember
>>> MITCHELL ENGLANDER
>>> Council District 12
>>>
>>> **MEDIA ADVISORY -- October 4, 2018**

Councilmember Englander to Break Ground on New 50 Acre Park in Porter Ranch

Councilmember Mitchell Englander will join the Department of Recreation and Parks and Toll Brothers to break ground on a new 50 acre park in the Porter Ranch community. The new park will feature an outdoor event stage and pavilion, ADA accessible walking trails, and panoramic views of the San Fernando Valley, Simi Hills, and the Santa Monica and Santa Susana Mountains.

"Breaking ground on this new park has been over a decade in the making," Councilmember Englander said. "Families of Porter Ranch deserve a place where they can come together to enjoy community events and experience the natural beauty that surrounds us. This new park will provide that for residents and visitors alike. The amenities and design of this park will set a new standard for what public facilities can offer. There is simply no other park like it and I am confident that upon completion it will be the most impressive park in the City of Los Angeles."

The Porter Ranch community plan calls for the development of park space for families. In addition to amenities listed above, the new park will also feature a splash pad, basketball and tennis/pickleball courts, two playgrounds for smaller and older children, an outdoor classroom area, hiking trails, and some of the best views to be found in the City of Los Angeles. Once opened, the Los Angeles Department of Recreation & Parks will manage the park's operations.

Friday's ground breaking will feature a name unveiling for the new park.

Additional materials:
Flyover video rendering of park: https://youtu.be/w6evf4dwNHw

Arrival Instructions:
The event will take place in an unpaved, active construction site. Vans, large vehicles, and SUVs will be allowed access. Entrance to the site is located at Mason Ave. & Calabria Way. Smaller vehicles must find alternative parking and meet at Mason Ave & Calabria Way to be shuttled to the ground breaking site. See map below for arrival details.

Mason Ave & Calabria Way.jpg

WHAT:
50 Acre Park Ground Breaking Ceremony in Porter Ranch

WHO:
Councilmember Mitchell Englander
Sylvia Patsaouras, Recreation & Parks Commission President
Mike Shull, General Manager of Los Angeles Department of Recreation & Parks
Frank Su, Toll Brothers

WHEN:
Friday, October 5
9:00 AM

WHERE:
Enter at Mason Ave & Calabria Way
Porter Ranch, CA 91326
Follow signs to ground breaking location

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

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> > > **Colin Sweeney**
> > > **Communications Director**
> > > **Councilmember Mitchell Englander**
> > > **Los Angeles City Councilmember**
> > > **President Pro Tempore**
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> >
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> > > **e: Councilmember.Englander@lacity.org | w: Englander.la**
> >
> > --
> > Olga Grigoryants
> > Reporter | The Los Angeles Daily News
> > (818) 713-3064 Work
> > @OlgaGrigory
>
> --

> **Colin Sweeney**
> **Communications Director**
> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember**
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--
Olga Grigoryants
Reporter | The Los Angeles Daily News
(818) 713-3064 Work
@OlgaGrigory

Subject: RELEASE: COUNCILMEMBER ENGLANDER BREAKS GROUND ON THE NEW 50 ACRE BLOOM PARK IN PORTER RANCH
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 10/5/2018, 11:54 AM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE -- October 5, 2018

Councilmember Englander Breaks Ground on the New 50 Acre Bloom Park

LOS ANGELES - Councilmember Mitchell Englander broke ground today on the new 50 acre Bloom Park in Porter Ranch. In addition to panoramic views of the San Fernando Valley and surrounding mountains, Bloom Park will feature modern amenities including a splash pad, hiking trails, tennis and basketball courts, a bocci ball field, an outdoor classroom, and an outdoor stage and event space for community events.

"This day has been over a decade in the making," Councilmember Englander said. "Parks are an essential part of any community and the people of Porter Ranch can now look forward to the day when they can enjoy the best park Los Angeles has to offer in their own backyard."

Toll Brothers will perform construction of the park and suggested naming the park after Councilmember Englander. The Councilmember instead suggested the park be named for two San Fernando Valley residents Linda & Natalie Bloom whose struggles were representative of many women.

Linda "Honey" Bloom was a single mom of three children who struggled financially. When she lost her home she relied on public parks to provide a safe place for her children. Despite the difficulties she faced she continued to volunteer throughout the community. She passed away at the young age of 50.

Natalie Bloom, also known as "the Tulip Fairy", was Linda's first child. She loved the outdoors though she often struggled with severe asthma due to poor air quality in the basin. She became a Head Start teacher with a passion for music and outdoor events. She passed away at the age of 40 due to complications from asthma.

They are survived by Linda's two sons, and Natalie's younger brothers, Andrew Bloom, Councilmember Mitchell Englander, and their families. The park and event pavilion will be a lasting dedication to them and a place where folks can check their troubles at the door and enjoy outdoor recreation and events with their families and friends.

"My mother and sister loved parks," Councilmember Englander said. "They were two extraordinary women who never let adversity dampen their joyous spirit. Dedicating this park in their name is not only a personal honor, it is a tribute to all women who form the bedrock of loving communities."

In lieu of naming the park after the Councilmember, the amphitheater will be called Englander Pavilion. The park and event space is expected to take approximately a year to construct and will open no later than 2020. Flyover video rendering, photo renderings, and photos from the event are attached below.

Flyover Rendering: https://youtu.be/w6evf4dwNHw

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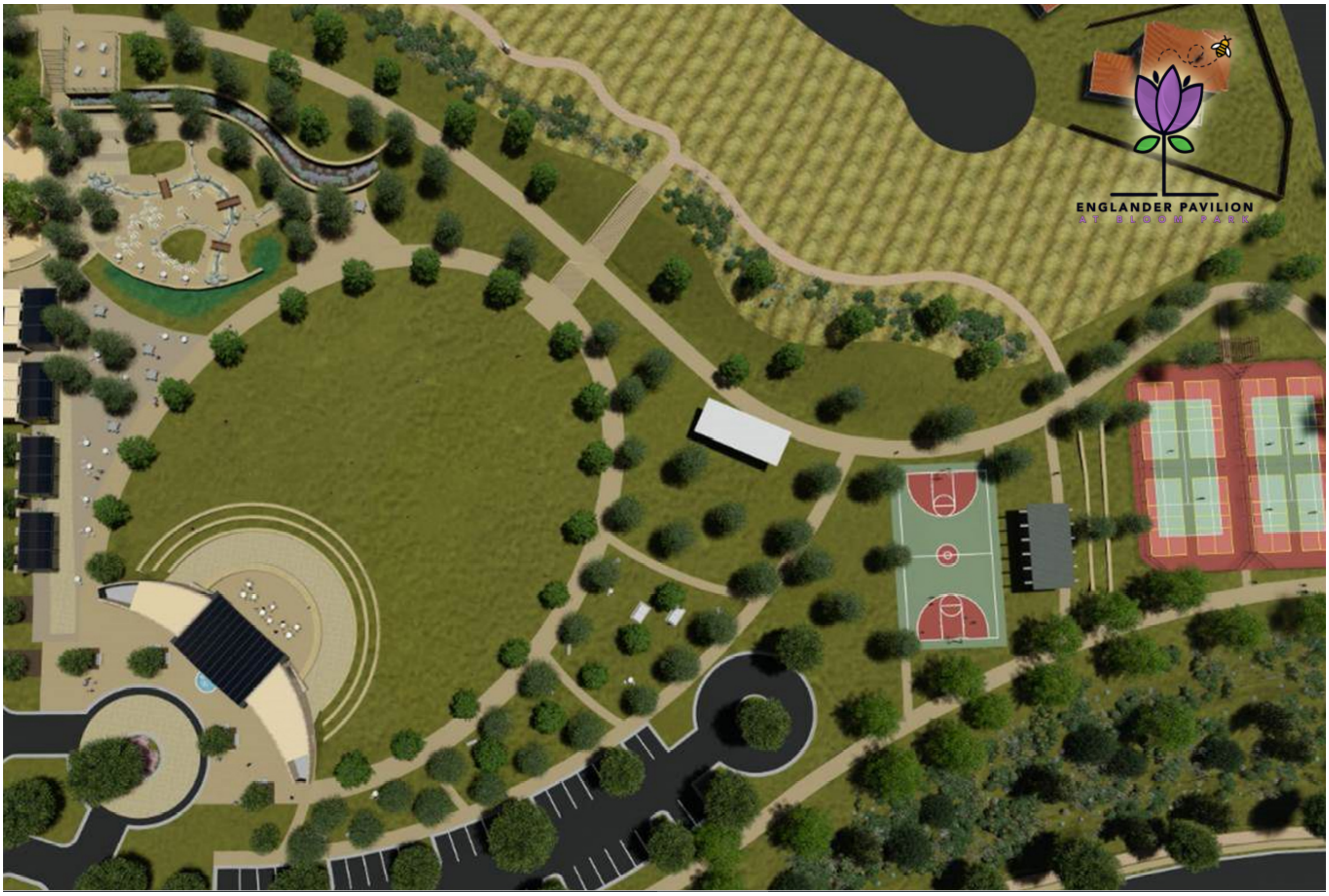
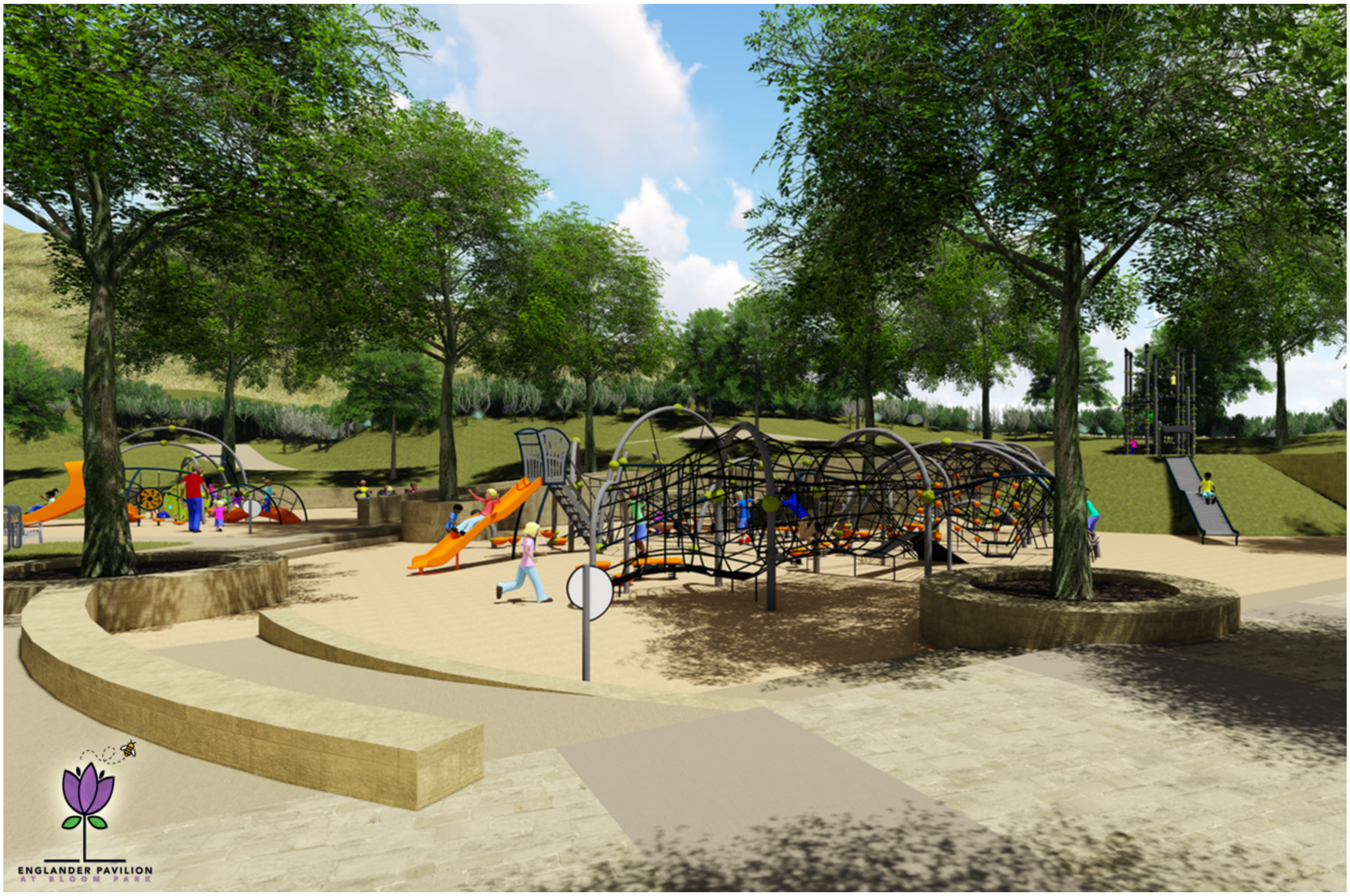
Park Ground Breaking renderingoverview.JPG


ENGLANDER PAVILION
AT BLOOM PARK

Park Ground Breaking rendering playground.JPG


ENGLANDER PAVILION
AT BLOOM PARK

Park Ground Breaking 2.JPG

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—Park Ground Breaking 3.JPG

Park Ground Breaking.JPG

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Attachments:

Park Ground Breaking renderingoverview.JPG	726 KB
Park Ground Breaking rendering playground.JPG	1.1 MB
Park Ground Breaking 2.JPG	2.5 MB
Park Ground Breaking 3.JPG	7.1 MB
Park Ground Breaking.JPG	7.9 MB

Subject: RELEASE: COUNCILMEMBER ENGLANDER BREAKS GROUND ON THE NEW 50 ACRE BLOOM PARK IN PORTER RANCH
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE -- October 5, 2018

Councilmember Englander Breaks Ground on the New 50 Acre Bloom Park

LOS ANGELES - Councilmember Mitchell Englander broke ground today on the new 50 acre Bloom Park in Porter Ranch. In addition to panoramic views of the San Fernando Valley and surrounding mountains, Bloom Park will feature modern amenities including a splash pad, hiking trails, tennis and basketball courts, a bocci ball field, an outdoor classroom, and an outdoor stage and event space for community events.

"This day has been over a decade in the making," Councilmember Englander said. "Parks are an essential part of any community and the people of Porter Ranch can now look forward to the day when they can enjoy the best park Los Angeles has to offer in their own backyard."

Toll Brothers will perform construction of the park and suggested naming the park after Councilmember Englander. The Councilmember instead suggested the park be named for two San Fernando Valley residents Linda & Natalie Bloom whose struggles were representative of many women.

Linda "Honey" Bloom was a single mom of three children who struggled financially. When she lost her home she relied on public parks to provide a safe place for her children. Despite the difficulties she faced she continued to volunteer throughout the community. She passed away at the young age of 50.

Natalie Bloom, also known as "the Tulip Fairy", was Linda's first child. She loved the outdoors though she often struggled with severe asthma due to poor air quality in the basin. She became a Head Start teacher with a passion for music and outdoor events. She passed away at the age of 40 due to complications from asthma.

They are survived by Linda's two sons, and Natalie's younger brothers, Andrew Bloom, Councilmember Mitchell Englander, and their families. The park and event pavilion will be a lasting dedication to them and a place where folks can check their troubles at the door and enjoy outdoor recreation and events with their families and friends.

"My mother and sister loved parks," Councilmember Englander said. "They were two extraordinary women who never let adversity dampen their joyous spirit. Dedicating this park in their name is not only a personal honor, it is a tribute to all women who form the bedrock of loving communities."

In lieu of naming the park after the Councilmember, the amphitheater will be called Englander Pavilion. The park and event space is expected to take approximately a year to construct and will open no later than 2020. Flyover video rendering, photo renderings, and photos from the event are attached below.

Flyover Rendering: https://youtu.be/w6evf4dwNHw

MEDIA CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

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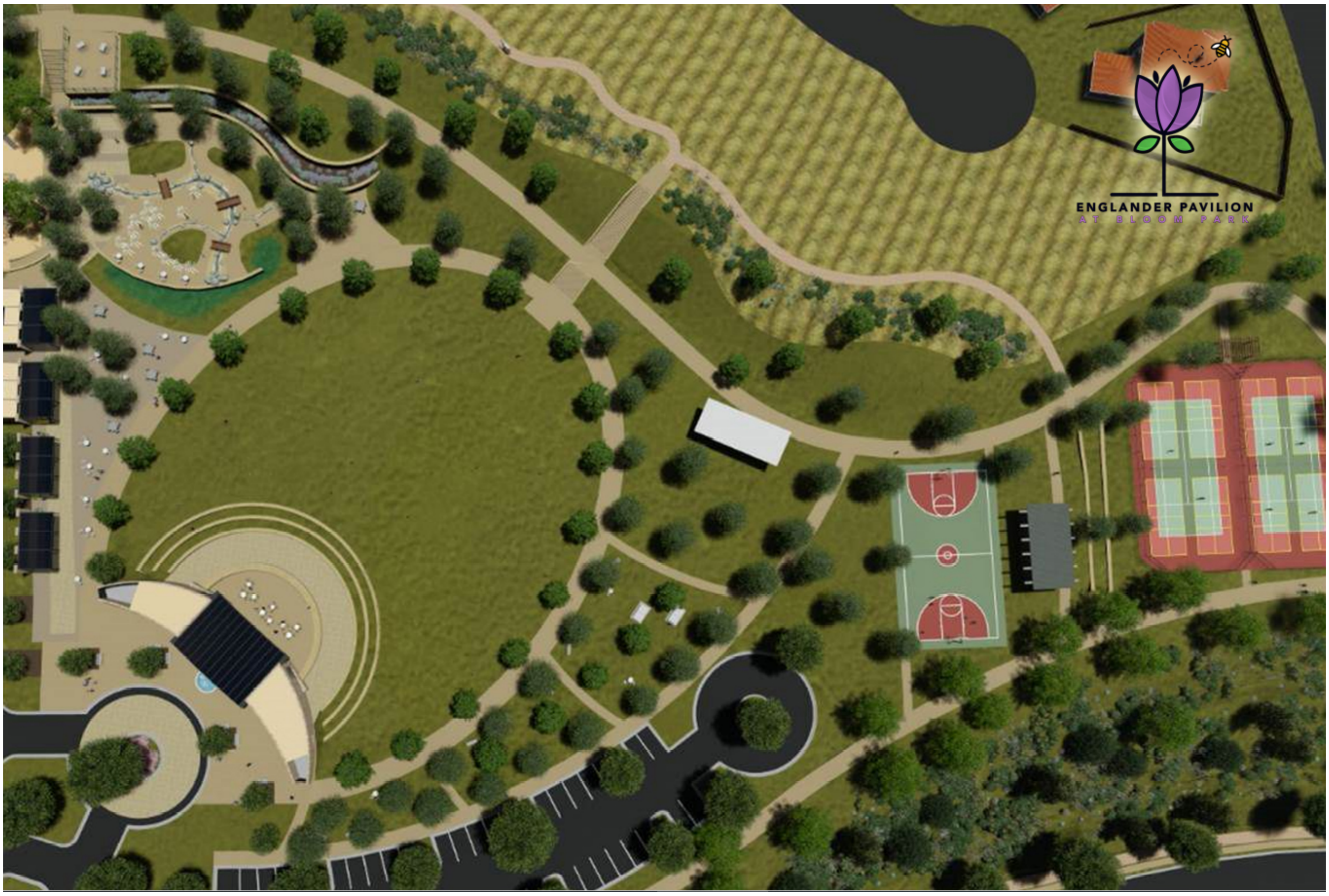
Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Park Ground Breaking renderingoverview.JPG


ENGLANDER PAVILION
AT BLOOM PARK

Park Ground Breaking rendering playground.JPG

ENGLANDER PAVILION
AT BLOOM PARK

Park Ground Breaking 2.JPG

MITCHELL
ENGLANDER
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DEPARTMENT OF RECREATION AND PARKS
WWW.LAPARKS.ORG
PORTER RANCH
420F
JOHN DEERE
624K
DEERE
7060
PARK PROUD LA

—Park Ground Breaking 3.JPG

—Park Ground Breaking.JPG

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Attachments:

Park Ground Breaking renderingoverview.JPG	726 KB
Park Ground Breaking rendering playground.JPG	1.1 MB
Park Ground Breaking 2.JPG	2.5 MB
Park Ground Breaking 3.JPG	7.1 MB
Park Ground Breaking.JPG	7.9 MB

Subject: Fwd: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 10/11/2018, 1:57 PM
To: "mblake@labusinessjournal.com" <mblake@labusinessjournal.com>

Personal letter attached below

---------- Forwarded message ---------
From: **Colin Sweeney** <colin.sweeney@lacity.org>
Date: Thu, Oct 11, 2018 at 1:02 PM
Subject: Fwd: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
To: Brandy Turnbow <brandy.turnbow@lacity.org>, Bree Breckenridge <bree.breckenridge@lacity.org>, Brenton Tesler <brenton.tesler@lacity.org>, Colin Crews <colin.crews@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Kathy Lettieri <kathy.lettieri@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, Millie J. Jones <Millie.Jones@lacity.org>, Mitch <mitch@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Nicole Bernson <nicole.bernson@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

---------- Forwarded message ---------
From: **Colin Sweeney** <colin.sweeney@lacity.org>
Date: Thu, Oct 11, 2018 at 11:59 AM
Subject: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
To:
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>

Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- October 11, 2018

Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs

LOS ANGELES -- Oak View Group (OVG), the global sports and entertainment advisory, development and investment company, announced today that Los Angeles City Council President Pro-Tempore Mitchell Englander will be vacating his seat at the end of this year and joining OVG as their new Executive Vice President of Government Affairs effective January 1, 2019.

“Serving on the Los Angeles City Council has been one of the most rewarding experiences of my entire life and has gone way beyond a career. If I ever dreamed of fulfillment beyond what being a Councilmember has brought me, it would be to make a significant difference in even more lives and communities. Tim Leiweke, Irving Azoff, Francesca Bodie, and their entire team have presented me with a once-in-a-lifetime opportunity to do just that -- to join a force that has become a positive disruption to business as usual in the sports and live entertainment industry,” said Englander. “Beyond that, this is an opportunity to work with the most respected and brilliant minds in their industry. They are not only passionate about their work, they care deeply about improving lives in every community they work in.”

Tim Leiweke and Irving Azoff commented, “Mitchell is extremely well-respected inside City Hall and well-liked all around the City. He brings with him a wealth of Los Angeles governmental experience and a fresh perspective. We are thrilled to welcome him to OVG.”

A personal statement from Councilmember Englander is attached.

About Councilmember Mitchell Englander:

Mitchell Englander serves as Councilmember representing the 12th district of Los Angeles. He was first elected in 2011. In 2013, Englander was selected by his peers on City Council to serve as Los Angeles City Council President Pro Tempore. Prior to being elected Councilmember, Englander served as the Chief of Staff for eight years to Councilmember Greig Smith.

Englander began his professional career as a Public Relations specialist providing consultation for political and advocacy campaigns on local, regional, and national issues eventually founding his own company specializing in government consulting and crisis communications.

Additionally, Englander has served on the boards of and advised multiple non-profit and charitable organizations throughout his career focusing on issues of healthcare and at-risk youth. In 1997, he helped create the American Diabetes Association Los Angeles Political Roast. The annual event has continued for 21 years bringing together political leaders from across Los Angeles to raise money for diabetes treatment, prevention, and awareness. The event has raised over $6 million since its founding.

Englander serves as an LAPD Reserve Officer with the Fugitive Warrants division and has also worked Patrol, Vice, and Gangs & Narcotics.

As Councilmember, Englander serves as chair of the Council's Public Safety Committee which oversees the activities and operations of the Los Angeles Police Department, Los Angeles Fire Department, Homeland Security, Counterterrorism, and LA's Emergency Preparedness and Response. In that capacity he led the effort to implement Fire STAT which uses data and predictive methods to reduce emergency response time for firefighters. He has also piloted and expanded the use of Nurse Practitioner units to conserve life-saving medical response resources. Under Englander's committee leadership LAPD became the largest police department in the country to fully adopt the use of on-body cameras by LAPD's officers increasing transparency and trust between law enforcement and the communities they protect.

Councilmember Englander also serves as Vice Chair on the Council's Budget & Finance committee managing over $10 billion annually and on the Council's Planning and Land Use Committee, the Personnel and Animal Welfare Committee, the Ad Hoc Jobs Committee, the Executive Employee Relations Committee, and Local Area Formation Committee. He also represents the City of Los Angeles as a member of the Independent Cities Association, California Contract Cities Association, and the National League of Cities.

Mitchell Englander was born and raised in the San Fernando Valley. He has raised two daughters and lives with his wife Jayne and their two dogs in Granada Hills.

About Oak View Group:

Oak View Group (OVG) is a global advisory, development and investment company for the sports and live entertainment industries. Based in Los Angeles, OVG is helmed by its CEO Tim Leiweke and is a component of The Azoff Company, a privately held media and entertainment company dedicated to investing in positively disruptive businesses that put artists and fans first. The Azoff Company is led by Irving Azoff, and has a portfolio that includes Full Stop Management, Global Music Rights, Oak View Group and LaneOne.

More information about OVG and Englander can be found:
Oak View Group: www.OakViewGroup.com
Councilmember Mitchell Englander: www.Englander.LA

Press Contacts:

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e: Councilmember.Englander@lacity.org | w: Englander.la

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Sent using Federation Communicator
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Sent using Federation Communicator

Attachments:

A Personal Statement from Councilmember Mitchell Englander.pdf	248 KB

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Date: Thu, Oct 11, 2018 at 11:59 AM
Subject: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
To:
Cc: Bree Breckenridge <bree.breckenridge@lacity.org>

Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- October 11, 2018

Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs

LOS ANGELES -- Oak View Group (OVG), the global sports and entertainment advisory, development and investment company, announced today that Los Angeles City Council President Pro-Tempore Mitchell Englander will be vacating his seat at the end of this year and joining OVG as their new Executive Vice President of Government Affairs effective January 1, 2019.

“Serving on the Los Angeles City Council has been one of the most rewarding experiences of my entire life and has gone way beyond a career. If I ever dreamed of fulfillment beyond what being a

Councilmember has brought me, it would be to make a significant difference in even more lives and communities. Tim Leiweke, Irving Azoff, Francesca Bodie, and their entire team have presented me with a once-in-a-lifetime opportunity to do just that -- to join a force that has become a positive disruption to business as usual in the sports and live entertainment industry," said Englander. "Beyond that, this is an opportunity to work with the most respected and brilliant minds in their industry. They are not only passionate about their work, they care deeply about improving lives in every community they work in."

Tim Leiweke and Irving Azoff commented, "Mitchell is extremely well-respected inside City Hall and well-liked all around the City. He brings with him a wealth of Los Angeles governmental experience and a fresh perspective. We are thrilled to welcome him to OVG."

A personal statement from Councilmember Englander is attached.

About Councilmember Mitchell Englander:

Mitchell Englander serves as Councilmember representing the 12th district of Los Angeles. He was first elected in 2011. In 2013, Englander was selected by his peers on City Council to serve as Los Angeles City Council President Pro Tempore. Prior to being elected Councilmember, Englander served as the Chief of Staff for eight years to Councilmember Greig Smith.

Englander began his professional career as a Public Relations specialist providing consultation for political and advocacy campaigns on local, regional, and national issues eventually founding his own company specializing in government consulting and crisis communications.

Additionally, Englander has served on the boards of and advised multiple non-profit and charitable organizations throughout his career focusing on issues of healthcare and at-risk youth. In 1997, he helped create the American Diabetes Association Los Angeles Political Roast. The annual event has continued for 21 years bringing together political leaders from across Los Angeles to raise money for diabetes treatment, prevention, and awareness. The event has raised over $6 million since its founding.

Englander serves as an LAPD Reserve Officer with the Fugitive Warrants division and has also worked Patrol, Vice, and Gangs & Narcotics.

As Councilmember, Englander serves as chair of the Council's Public Safety Committee which oversees the activities and operations of the Los Angeles Police Department, Los Angeles Fire Department, Homeland Security, Counterterrorism, and LA's Emergency Preparedness and Response. In that capacity he led the effort to implement Fire STAT which uses data and predictive methods to reduce emergency response time for firefighters. He has also piloted and expanded the use of Nurse Practitioner units to conserve life-saving medical response resources. Under Englander's committee leadership LAPD became the largest police department in the country to fully adopt the use of on-body cameras by LAPD's officers increasing transparency and trust between law enforcement and the communities they protect.

Councilmember Englander also serves as Vice Chair on the Council's Budget & Finance committee managing over $10 billion annually and on the Council's Planning and Land Use Committee, the Personnel and Animal Welfare Committee, the Ad Hoc Jobs Committee, the Executive Employee Relations Committee, and Local Area Formation Committee. He also represents the City of Los Angeles as a member of the Independent Cities Association, California Contract Cities Association, and the National League of Cities.

Mitchell Englander was born and raised in the San Fernando Valley. He has raised two daughters and lives with his wife Jayne and their two dogs in Granada Hills.

About Oak View Group:

Oak View Group (OVG) is a global advisory, development and investment company for the sports and live entertainment industries. Based in Los Angeles, OVG is helmed by its CEO Tim Leiweke and is a component of The Azoff Company, a privately held media and entertainment company dedicated to investing in positively disruptive businesses that put artists and fans first. The Azoff Company is led by Irving Azoff, and has a portfolio that includes Full Stop Management, Global Music Rights, Oak View Group and LaneOne.

More information about OVG and Englander can be found:
Oak View Group: www.OakViewGroup.com
Councilmember Mitchell Englander: www.Englander.LA

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Council District 12:
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e: Councilmember.Englander@lacity.org | w: Englander.la

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Sent using Federation Communicator

Attachments:

A Personal Statement from Councilmember Mitchell Englander.pdf	248 KB

Subject: RE: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
From: Matthew Blake <mblake@labusinessjournal.com>
Date: 10/11/2018, 2:00 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Thank you

From: Colin Sweeney [mailto:colin.sweeney@lacity.org]
Sent: Thursday, October 11, 2018 1:58 PM
To: Matthew Blake <mblake@labusinessjournal.com>
Subject: Fwd: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs

Personal letter attached below

---------- Forwarded message ---------
From: **Colin Sweeney** <colin.sweeney@lacity.org>
Date: Thu, Oct 11, 2018 at 1:02 PM
Subject: Fwd: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
To: Brandy Turnbow <brandy.turnbow@lacity.org>, Bree Breckenridge <bree.breckenridge@lacity.org>, Brenton Tesler <brenton.tesler@lacity.org>, Colin Crews <colin.crews@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Kathy Lettieri <kathy.lettieri@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, Millie J. Jones <Millie.Jones@lacity.org>, Mitch <mitch@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Nicole Bernson <nicole.bernson@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

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From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 10/11/2018, 11:59 AM
CC: Bree Breckenridge <bree.breckenridge@lacity.org>
BCC: Anthony Kling <info@lalate.com>, Anthony Kling <lalatenylate@gmail.com>, "Baldonado, Kim (NBCUniversal, KNBC)" <kim.baldonado@nbcuni.com>, "Bossi, Laurie A" <Laurie.A.Bossi@abc.com>, CNS Matt Reynolds <mreynolds@courthousenews.com>, FOXLA Digital <patrick.obrien@foxtv.com>, "Garza, Mariel" <mariel.garza@latimes.com>, "Hedman, Michelle" <Michelle.Hedman@abc.com>, Helen Jeong <Helen.jeong@turner.com>, "Hernandez, Miriam (KABC-TV)" <miriam.hernandez@abc.com>, "hetty.chang@nbcuni.com" <hetty.chang@nbcuni.com>, "hfang08@gmail.com" <hfang08@gmail.com>, "hfine@labusinessjournal.com" <hfine@labusinessjournal.com>, "hgstar1@aol.com" <hgstar1@aol.com>, Hillel Aron <hillelaron@mac.com>, "hmtv83@yahoo.com" <hmtv83@yahoo.com>, "hollaninc@gmail.com" <hollaninc@gmail.com>, "Hollie.McKay@FOXNEWS.COM" <Hollie.McKay@foxnews.com>, "Holly.Andres@dailynews.com" <Holly.Andres@dailynews.com>, "home@courthousenews.com" <home@courthousenews.com>, "hschoo@radiokorea.com" <hschoo@radiokorea.com>, "hugo.lopez@nbcuni.com" <hugo.lopez@nbcuni.com>, "hugo.martin@latimes.com" <hugo.martin@latimes.com>, "hutchinsonreport@aol.com" <hutchinsonreport@aol.com>, Ian Lovett <iglovett@gmail.com>, Ian Thompson <ian.thompson@lacity.org>, "ifoxx@aol.com" <ifoxx@aol.com>, "ijaffe@npr.org" <ijaffe@npr.org>, "info.nvcc@aol.com" <info.nvcc@aol.com>, "info@chatsworthchamber.com" <info@chatsworthchamber.com>, "info@chatsworthchamber.com" <exec@chatsworthchamber.com>, "info@chatsworthchamber.com" <communications@chatsworthchamber.com>, "info@klacusa.org" <info@klacusa.org>, "info@krla870.com" <info@krla870.com>, "info@la18.tv" <info@la18.tv>, "informnvr@aol.com" <informnvr@aol.com>, "isaiasdeacapulco@yahoo.com" <isaiasdeacapulco@yahoo.com>, ITA 311 <311@lacity.org>, ITA LA This Week <ita.latw@lacity.org>, "ivnews@aol.com" <ivnews@aol.com>, "jack.hannah@turner.com" <jack.hannah@turner.com>, "jack.leonard@latimes.com" <jack.leonard@latimes.com>, "jack.noyes@nbc.com" <jack.noyes@nbc.com>, "JackH@TargetMediaPartners.com" <JackH@targetmediapartners.com>, Jackie Keene <jackie.keene@lacity.org>, "jacquiesnewslady@yahoo.com" <jacquiesnewslady@yahoo.com>, "jagarcia@univision.net" <jagarcia@univision.net>, "jakivw@msn.com" <jakivw@msn.com>, "jama.suchomel@cbs.com" <jama.suchomel@cbs.com>, "jaming@cbs.com" <jaming@cbs.com>, "jane.yamamoto@nbcuni.com" <jane.yamamoto@nbcuni.com>, "Jane.Yamamoto@yahoo.com" <Jane.Yamamoto@yahoo.com>, "jane@larchmontchronicle.com" <jane@larchmontchronicle.com>, "Janet.Hill@ktla.com" <Janet.Hill@ktla.com>, "janette.williams@sgvn.com" <janette.williams@sgvn.com>, "Janice_pober@spe.sony.com" <Janice_pober@spe.sony.com>, "jantczak@ap.org" <jantczak@ap.org>, "Jaqueline.Hurtado@turner.com" <Jaqueline.Hurtado@turner.com>, Jasmine Broderick <jazz.broderick@gmail.com>, Jasmyne Cannick <jcannick@me.com>, Jason Henry <jason.henry@sgvn.com>, "Jason.Ball@ktla.com" <Jason.Ball@ktla.com>, "Jason.Kandel@nbcuni.com" <Jason.Kandel@nbcuni.com>, "jasoninsalaco@hotmail.com" <jasoninsalaco@hotmail.com>, "jawalmsley@gmail.com"

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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- October 11, 2018

Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs

LOS ANGELES -- Oak View Group (OVG), the global sports and entertainment advisory, development and investment company, announced today that Los Angeles City Council President Pro-Tempore Mitchell Englander will be vacating his seat at the end of this year and joining OVG as their new Executive Vice President of Government Affairs effective January 1, 2019.

“Serving on the Los Angeles City Council has been one of the most rewarding experiences of my entire life and has gone way beyond a career. If I ever dreamed of fulfillment beyond what being a Councilmember has brought me, it would be to make a significant difference in even more lives and communities. Tim Leiweke, Irving Azoff, Francesca Bodie, and their entire team have presented me with a once-in-a-lifetime opportunity to do just that -- to join a force that has become a positive disruption to business as usual in the sports and live entertainment industry,” said Englander. “Beyond that, this is an opportunity to work with the most respected and brilliant minds in their industry. They are not only passionate about their work, they care deeply about improving lives in every community they work in.”

Tim Leiweke and Irving Azoff commented, “Mitchell is extremely well-respected inside City Hall and well-liked all around the City. He brings with him a wealth of Los Angeles governmental experience and a fresh perspective. We are thrilled to welcome him to OVG.”

A personal statement from Councilmember Englander is attached.

About Councilmember Mitchell Englander:

Mitchell Englander serves as Councilmember representing the 12th district of Los Angeles. He was first elected in 2011. In 2013, Englander was selected by his peers on City Council to serve as Los Angeles City Council President Pro Tempore. Prior to being elected Councilmember, Englander served as the Chief of Staff for eight years to Councilmember Greig Smith.

Englander began his professional career as a Public Relations specialist providing consultation for political and advocacy campaigns on local, regional, and national issues eventually founding his own company specializing in government consulting and crisis communications.

Additionally, Englander has served on the boards of and advised multiple non-profit and charitable organizations throughout his career focusing on issues of healthcare and at-risk youth. In 1997, he helped create the American Diabetes Association Los Angeles Political Roast. The annual event has continued for 21 years bringing together political leaders from across Los Angeles to raise money for diabetes treatment, prevention, and awareness. The event has raised over $6 million since its founding.

Englander serves as an LAPD Reserve Officer with the Fugitive Warrants division and has also worked Patrol, Vice, and Gangs & Narcotics.

As Councilmember, Englander serves as chair of the Council's Public Safety Committee which oversees the activities and operations of the Los Angeles Police Department, Los Angeles Fire Department, Homeland Security, Counterterrorism, and LA's Emergency Preparedness and Response. In that capacity he led the effort to implement Fire STAT which uses data and predictive methods to reduce emergency response time for firefighters. He has also piloted and expanded the use of Nurse Practitioner units to conserve life-saving medical response resources. Under Englander's committee leadership LAPD became the largest police department in the country to fully adopt the use of on-body cameras by LAPD's officers increasing transparency and trust between law enforcement and the communities they protect.

Councilmember Englander also serves as Vice Chair on the Council's Budget & Finance committee managing over $10 billion annually and on the Council's Planning and Land Use Committee, the Personnel and Animal Welfare Committee, the Ad Hoc Jobs Committee, the Executive Employee Relations Committee, and Local Area Formation Committee. He also represents the City of Los Angeles as a member of the Independent Cities Association, California Contract Cities Association, and the National League of Cities.

Mitchell Englander was born and raised in the San Fernando Valley. He has raised two daughters and lives with his wife Jayne and their two dogs in Granada Hills.

About Oak View Group:

Oak View Group (OVG) is a global advisory, development and investment company for the sports and live entertainment industries. Based in Los Angeles, OVG is helmed by its CEO Tim Leiweke and is a component of The Azoff Company, a privately held media and entertainment company dedicated to investing in positively disruptive businesses that put artists and fans first. The Azoff Company is led by Irving Azoff, and has a portfolio that includes Full Stop Management, Global Music Rights, Oak View Group and LaneOne.

More information about OVG and Englander can be found:
Oak View Group: www.OakViewGroup.com
Councilmember Mitchell Englander: www.Englander.LA

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Attachments:

A Personal Statement from Councilmember Mitchell Englander.pdf	248 KB

Subject: RELEASE: Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs
From: Colin Sweeney <colin.sweeney@lacity.org>
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

For Immediate Release -- October 11, 2018

Los Angeles City Council President Pro-Tempore Mitchell Englander to Join Oak View Group as Executive Vice President of Government Affairs

LOS ANGELES -- Oak View Group (OVG), the global sports and entertainment advisory, development and investment company, announced today that Los Angeles City Council President Pro-Tempore Mitchell Englander will be vacating his seat at the end of this year and joining OVG as their new Executive Vice President of Government Affairs effective January 1, 2019.

“Serving on the Los Angeles City Council has been one of the most rewarding experiences of my entire life and has gone way beyond a career. If I ever dreamed of fulfillment beyond what being a Councilmember has brought me, it would be to make a significant difference in even more lives and communities. Tim Leiweke, Irving Azoff, Francesca Bodie, and their entire team have presented me with a once-in-a-lifetime opportunity to do just that -- to join a force that has become a positive disruption to business as usual in the sports and live entertainment industry,” said Englander. “Beyond that, this is an opportunity to work with the most respected and brilliant minds in their industry. They are not only passionate about their work, they care deeply about improving lives in every community they work in.”

Tim Leiweke and Irving Azoff commented, “Mitchell is extremely well-respected inside City Hall and well-liked all around the City. He brings with him a wealth of Los Angeles governmental experience and a fresh perspective. We are thrilled to welcome him to OVG.”

A personal statement from Councilmember Englander is attached.

About Councilmember Mitchell Englander:

Mitchell Englander serves as Councilmember representing the 12th district of Los Angeles. He was first elected in 2011. In 2013, Englander was selected by his peers on City Council to serve as Los Angeles City Council President Pro Tempore. Prior to being elected Councilmember, Englander served as the Chief of Staff for eight years to Councilmember Greig Smith.

Englander began his professional career as a Public Relations specialist providing consultation for political and advocacy campaigns on local, regional, and national issues eventually founding his own company specializing in government consulting and crisis communications.

Additionally, Englander has served on the boards of and advised multiple non-profit and charitable organizations throughout his career focusing on issues of healthcare and at-risk youth. In 1997, he helped create the American Diabetes Association Los Angeles Political Roast. The annual event has continued for 21 years bringing together political leaders from across Los Angeles to raise money for diabetes treatment, prevention, and awareness. The event has raised over $6 million since its founding.

Englander serves as an LAPD Reserve Officer with the Fugitive Warrants division and has also worked Patrol, Vice, and Gangs & Narcotics.

As Councilmember, Englander serves as chair of the Council's Public Safety Committee which oversees the activities and operations of the Los Angeles Police Department, Los Angeles Fire Department, Homeland Security, Counterterrorism, and LA's Emergency Preparedness and Response. In that capacity he led the effort to implement Fire STAT which uses data and predictive methods to reduce emergency response time for firefighters. He has also piloted and expanded the use of Nurse Practitioner units to conserve life-saving medical response resources. Under Englander's committee leadership LAPD became the largest police department in the country to fully adopt the use of on-body cameras by LAPD's officers increasing transparency and trust between law enforcement and the communities they protect.

Councilmember Englander also serves as Vice Chair on the Council's Budget & Finance committee managing over $10 billion annually and on the Council's Planning and Land Use Committee, the Personnel and Animal Welfare Committee, the Ad Hoc Jobs Committee, the Executive Employee Relations Committee, and Local Area Formation Committee. He also represents the City of Los Angeles as a member of the Independent Cities Association, California Contract Cities Association, and the National League of Cities.

Mitchell Englander was born and raised in the San Fernando Valley. He has raised two daughters and lives with his wife Jayne and their two dogs in Granada Hills.

About Oak View Group:

Oak View Group (OVG) is a global advisory, development and investment company for the sports and live entertainment industries. Based in Los Angeles, OVG is helmed by its CEO Tim Leiweke and is a component of The Azoff Company, a privately held media and entertainment company dedicated to investing in positively disruptive businesses that put artists and fans first. The Azoff Company is led by Irving Azoff, and has a portfolio that includes Full Stop Management, Global Music Rights, Oak View Group and LaneOne.

More information about OVG and Englander can be found:
Oak View Group: www.OakViewGroup.com
Councilmember Mitchell Englander: www.Englander.LA

Press Contacts:

OVG
Larry Solters
solters@solters.com
Tel. (818) 761-7185

Council District 12:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

###

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Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Attachments:

A Personal Statement from Councilmember Mitchell Englander.pdf	248 KB

Subject: PRA Request: Advertisement
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 10/23/2018, 10:50 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>, Bree Breckenridge <bree.breckenridge@lacity.org>, Brenton Tesler <brenton.tesler@lacity.org>, Colin Crews <colin.crews@lacity.org>, Denise Chavez <denise.m.chavez@lacity.org>, Eric Moody <eric.moody@lacity.org>, Erich King <erich.king@lacity.org>, Hannah Lee <hannah.lee@lacity.org>, Jessica Strobel <jessica.strobel@lacity.org>, Jonathan Coto <jonathan.coto@lacity.org>, Kathy Lettieri <kathy.lettieri@lacity.org>, Matthew Hernandez <matthew.hernandez@lacity.org>, Matthew Vallecilla <matthew.vallecilla@lacity.org>, "Millie J. Jones" <Millie.Jones@lacity.org>, Mitch <mitch@lacity.org>, Myrka Martinez <myrka.martinez@lacity.org>, Nicole Bernson <nicole.bernson@lacity.org>, Ron Rubine <ron.rubine@lacity.org>, Stephanie Uy <stephanie.uy@lacity.org>

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1. Right-click on your desktop - Select New > Folder
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6. **Save PDF in "Advertisement [your name] " folder** located on your desktop. After the first saved PDF, this folder should become the default saving destination.
7. Once all corresponding emails have been saved to folder, right click the folder on the desktop: Select "Send to" > "Compressed (Zip) Folder"
8. Send .zip file folder to Colin Sweeney via email or google drive, if your search returns no documents, please reply to this email with "NO RESPONSIVE DOCUMENTS"

--

Colin Sweeney
Communications Director
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Subject: CCA Reflects: Retail Trends, Downtown's Future Align - October 2018
From: Central City Association <toh@ccala.org>
Date: 10/30/2018, 10:03 AM
To: colin.sweeney@lacity.org

Image

October 2018
CCALA.org

Image

Halo, Brookfield Properties' newest addition to DTLA, is a thoughtful nod to the City of Angels - a vibrant new destination atop Bunker Hill. Tenants, neighboring employees and Angelenos alike will gather at Halo to relax and dine, meet and collaborate, and enjoy the lifestyle and good vibes Bunker Hill has to offer. Debuting in 2019.

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Retail Trends, Downtown's Future Align

By: Jessica Lall, President & CEO, Central City Association

Published in *LA Business Journal* on October 26, 2018

The timing for downtown retail couldn't be better -- the retail industry is fundamentally shifting away from suburban to urban models focused on creating immersive and authentic experiences.

The days of malls and shopping centers with big box stores and vast surface parking lots are waning, and consumers now want lively mixed-use centers with a greater curation of brands in various formats.

Indeed, the elements of success in today's retail environment are many of the same that make cities great places: a synergistic mix of uses that cater to diverse groups of people throughout the day, unique local character, well-programmed open and shared spaces, innovations in technology and ample opportunities for personal interaction and engagement.

The new wave of downtown retailers and development reflects this trend, offering innovative shopping experiences while helping to foster a compelling urban environment.

The Bloc at 7th and Hope streets is now home to Nordstrom Local where shoppers won't find any inventory but will instead get to enjoy a full suite of fashion and lifestyle services that are seamlessly connected with the online shopping experience. The Bloc itself is a testament to changing times for retail. The once-enclosed mall was recently converted to an open-air shopping plaza that links a hotel tower, an office tower and the busiest transit hub in Los Angeles to create a buzzing synergy.

The Apple store is under construction in the historic Tower Theater on Broadway, with plans for a broad range of programming and events unlike anything found in Apple stores elsewhere. And there's much more to come for this part of downtown -- the Broadway Trade Center, across the street from the Apple store, will bring nearly 410,000 square feet of retail, including a food hall and shops, as well as a new park once its renovation is completed.

Downtown's largest property owner, Toronto-based Brookfield Properties, is meanwhile investing $60 million to renovate Wells Fargo Center in a way that will activate and create a sense of place on the once-disconnected Bunker Hill. The Arts District, on the other side of downtown, continues to be a transformative retail frontier, offering craft everything at shops such as Shinola, Salt & Straw and Comunity, and creative tenants such as Bodega at ROW DTLA offer experiences that are part art installation and part retail. The same area has seen Two Bit Circus create an entertainment destination that takes the familiar and twists it into something brand new and completely refreshing.

Downtown is the perfect place for all of this new investment in retail. It is supported by rapidly expanding mobility options, which make the area accessible to shoppers throughout the region amid year-after-year records of visitors to the city. And downtown's population is growing, creating a customer base for the 1.3 million square feet of retail space under construction and 2.5 million square feet in the planning phase.

Most importantly, downtown is the city's laboratory to test innovative ideas, and the future of retail lies in experimentation with creative place-making and engagement. We look forward to retailers trying out their big ideas in the city's center.

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Subject: PRA: YMCA
From: Stephanie Uy <stephanie.uy@lacity.org>
Date: 10/30/2018, 12:48 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Hi Colin,

Please see attached.

Best,

--

Stephanie Uy
Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

—Attachments:

YMCA Uy.zip	13.9 MB

Subject: AMVETS Welcome Home Program October 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 11/1/2018, 1:38 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, Matthew Doherty <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, Jeremy Sidell <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, "ben.rejniak@mail.house.gov" <ben.rejniak@mail.house.gov>, Bobby McDonald <ibdmac13@aol.com>, "Lindsey Gonzales @ GOBE (lindsey@gobethe1.com)" <lindsey@gobethe1.com>, Jesse Ross <jesse@GoBEthe1.com>, Nicole Wells <nicole.wells@lacity.org>, Ana Dragin <ana.dragin@lacity.org>, Antonio Chapa <achapa@mva.lacounty.gov>, Manny Lopez <emmanuelle.lopez@lacity.org>, "brenda@npprosperity.net" <brenda@npprosperity.net>, "rudy.hedgren@usw.salvationarmy.org" <rudy.hedgren@usw.salvationarmy.org>, "Judy.Hedgren@usw.salvationarmy.org"

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<Sherry.Toler@cort.com>, "colin.sweeney@lacity.org" <colin.sweeney@lacity.org>, "latonya@lachamber.com" <latonya@lachamber.com>, "ellie.ramseyer49@gmail.com" <ellie.ramseyer49@gmail.com>, "cko@unitedwayla.org" <cko@unitedwayla.org>, "egarcia@unitedwayla.org" <egarcia@unitedwayla.org>, "dtucker@unitedwayla.org" <dtucker@unitedwayla.org>, Georgeanne Barrett <GeorgeanneB@ePath.org>, Judy Rowles <tisirowles@cox.net>, Steven Spriggs <steven.spriggsoclegion@gmail.com>, "carolemay@cox.net" <carolemay@cox.net>, Robert DeJong <rjdjong@yahoo.com>, "tom@thehiretarget.org" <tom@thehiretarget.org>, 'Terry McCarty' <ocdawf@yahoo.com>, "John.Tyler@va.gov" <John.Tyler@va.gov>, Tom Johnson <tomj@rackotier.com>, George Columbo <gcolumbo@hotmail.com>, Kyle Miles <kylemiles67@gmail.com>
CC: Karina Guzman <karina@teamamvets.com>

Good Afternoon VA & Community Partners!

The monthly "AMVETS Welcome Home Program" data is attached. The program was able to serve 52 Veterans in the month of October.

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up, or you can donate to the cause at https://www.teamamvets.com/donate-to-veterans/

Total No. Veterans Served October 2018	**52**
Total No. of Veterans Served Nov. 2012 to Date	**4,449**
Total # Items Delivered	**56,689**
VALUE of delivered items	**$2,133,099**
Welcome Home Delivery Waitlist · **Fresno – 13** · **Long Beach – 10** · **Orange County – 0** · **San Diego – 5** · **Greater Los Angeles – 42**	**70 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/
Facebook: https://www.facebook.com/WelcomeHomeProgram/

FOLLOW US @TeamAMVETS_CA on Twitter & @AMVETS_CA_Foundation on IG!

Support veterans with each purchase on our online platform! It's free. **http://www.amvetsrewardsca.com**

TEAM AMVETS
Department of California Service Foundation

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Attachments:

October Dashboard.pdf	517 KB
October Data Tracking.pdf	251 KB

Subject: RSVP for CCA's Holiday Party - Dec. 4
From: Central City Association <info@ccala.org>
Date: 11/15/2018, 10:22 AM
To: colin.sweeney@lacity.org

CCA Special Event

Image

RSVP

For event questions, please contact **Leslie Chung** at lchung@ccala.org.

For sponsorship opportunities, please contact **Nhien Lasky** at nlasky@ccala.org.

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Subject: 12-12-18 Banc of America Event
From: Brenton Tesler <brenton.tesler@lacity.org>
Date: 11/19/2018, 4:35 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Here is the email list for Banc of America Event on 12-12-18.

Let me know if you have any questions.

Thanks,
Brenton

--

Brenton Tesler
Senior Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: englander.la

Attachments:

Banc of America Email List.xlsx	115 KB

Subject: Donate a Toy at CCA's Holiday Party - Dec. 4
From: Central City Association <info@ccala.org>
Date: 11/19/2018, 11:15 AM
To: colin.sweeney@lacity.org

CCA Special Event

Image

RSVP

For event questions, please contact **Leslie Chung** at lchung@ccala.org.

For sponsorship opportunities, please contact **Nhien Lasky** at nlasky@ccala.org.

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Subject: CCA Reflects: Shop Local in DTLA - November 2018
From: Central City Association <info@ccala.org>
Date: 11/20/2018, 10:04 AM
To: colin.sweeney@lacity.org

Image

November 2018
CCALA.org

Image

***ROW DTLA** is a 1.8-million-square-foot redevelopment of the La Terminal Market in the Industrial District of DTLA. It is a dynamic commercial center with 35+ curated retailers, that has been developed by Atlas Capital Group.*

CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

Shop Local in DTLA

As we prepare for the holidays, we want to remind everyone of the importance of shopping in our local community. Dollars spent at a local store not only directly help that business succeed, they also create a multiplier in the local economy. For every dollar spent at a local business, 45 cents are reinvested in the area. The money you spend in DTLA helps retain jobs, pave our streets, improve our transportation system and build community.

Small businesses make an especially important economic impact, with research showing that employment growth in DTLA is strongest in places that employ fewer than 25 people. And small, independent stores keep our community diverse and unique. This is why CCA created a Small Business Council this year to make sure this important sector is a part of our coalition and vision.

Not only is shopping locally good for our economy, shopping in DTLA is a fun and easy experience. We have a dense, vibrant community full of exciting amenities. While you're shopping, you can grab a beer at **213 Ventures**' newest watering hole at Union Station or at **Karl Strauss**, have a snack at **Barcito**, play a game at **Brack Shop Tavern**, go on an eating tour at **Grand Central Market**, or take a photo at **The Broad** -- one of LA's most Instagrammable spots. The best part is that you don't need to deal with the stress of a car to get from place to place.

We encourage you to get to know the neighborhood in which you work and live. By spending time in DTLA, you'll meet the business owners who are dedicated to our mission of creating a vibrant DTLA that is welcoming to all.

We all know that when a local business thrives, the entire community benefits. Make sure to support our neighborhood! Here are a few fun gift ideas for this holiday season:

- Tickets to a concert or to see LeBron James in action at Staples Center
- Tickets for families to check out the dinosaurs at the Natural History Museum, a performance at the Music Center or a modern version of The Nutcracker by the American Contemporary Ballet at THE BLOC
- Dining experience at some of DTLA's best restaurants: 71Above, Church and State, Officine Brera, Takami Sushi & Robata
- Adventure down the all-glass slide at OUE Skyspace at the US Bank Tower
- Unique products from the boutiques at ROW DTLA, like Japanese stationary from Hightide, a handmade coffee cup from Still Life Ceramics or sneakers from the hidden gem Bodega
- Artsy products from the gift shop at The Broad or Institute of Contemporary Art
- A staycation at one of our many hotels: The Biltmore, The Freehand, Hotel Figueroa, Hotel Indigo, JW Marriott at LA LIVE, Mayfair, The NoMad, Westin Bonaventure
- DTLA Book, a hip coffee table guidebook of DTLA, by District 8 Media
- A massage at Desuar spa to help someone get out all the knots built up from the year

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Subject: Fwd: 12-12-18 Banc of America Event
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 11/20/2018, 4:51 PM
To: Hannah Lee <hannah.lee@lacity.org>, Nicole Bernson <nicole.bernson@lacity.org>

---------- Forwarded message ---------
From: **Brenton Tesler** <brenton.tesler@lacity.org>
Date: Mon, Nov 19, 2018 at 4:35 PM
Subject: 12-12-18 Banc of America Event
To: Colin Sweeney <colin.sweeney@lacity.org>

Here is the email list for Banc of America Event on 12-12-18.

Let me know if you have any questions.

Thanks,
Brenton

--
Brenton Tesler
Senior Legislative Deputy
Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
CityHall: 213-473-7012
CommunityService Center: 818-882-1212
e: Councilmember.Englander@lacityorg | w: englander.la

--
Colin Sweeney
Communications Director

Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: Englander.la

Attachments:

Banc of America Email List.xlsx	115 KB

Subject: Last Chance to RSVP: CCA's Holiday Party - Dec. 4
From: Central City Association <info@ccala.org>
Date: 11/27/2018, 10:46 AM
To: colin.sweeney@lacity.org

CCA Special Event

Image

RSVP

PARKING

Valet parking is available for $22 at the hotel.
Additional parking is available for $7 at Pershing Square.
We encourage you to take transit or ride share.

For event questions, please contact **Leslie Chung** at lchung@ccala.org.

GET DIRECTIONS

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

Unsubscribe or update subscription preferences.

You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017
View Online

Subject: Save the Date | L.A. Tech Summit - Feb. 21
From: Central City Association <info@ccala.org>
Date: 11/28/2018, 11:21 AM
To: colin.sweeney@lacity.org

CCA Special Event

Image

RSVP

RSVP required by February 18.

PARKING

Parking is available onsite for $18.

Enter from either Los Angeles or Main Street.

GET DIRECTIONS

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: AMVETS Welcome Home Program November 2018
From: Karina Guzman <karina@teamamvets.com>
Date: 12/3/2018, 1:18 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, Matthew Doherty <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, Jeremy Sidell <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, "ben.rejniak@mail.house.gov" <ben.rejniak@mail.house.gov>, Bobby McDonald <ibdmac13@aol.com>, "Lindsey Gonzales @ GOBE (lindsey@gobethe1.com)" <lindsey@gobethe1.com>, Jesse Ross <jesse@GoBEthe1.com>, Nicole Wells <nicole.wells@lacity.org>, Ana Dragin <ana.dragin@lacity.org>, Antonio Chapa <achapa@mva.lacounty.gov>, Manny Lopez <emmanuelle.lopez@lacity.org>, "brenda@npprosperity.net" <brenda@npprosperity.net>, "rudy.hedgren@usw.salvationarmy.org" <rudy.hedgren@usw.salvationarmy.org>, "Judy.Hedgren@usw.salvationarmy.org"

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<Sherry.Toler@cort.com>, "colin.sweeney@lacity.org" <colin.sweeney@lacity.org>, "latonya@lachamber.com" <latonya@lachamber.com>, "ellie.ramseyer49@gmail.com" <ellie.ramseyer49@gmail.com>, "cko@unitedwayla.org" <cko@unitedwayla.org>, "egarcia@unitedwayla.org" <egarcia@unitedwayla.org>, "dtucker@unitedwayla.org" <dtucker@unitedwayla.org>, Georgeanne Barrett <GeorgeanneB@ePath.org>, Judy Rowles <tisirowles@cox.net>, Steven Spriggs <steven.spriggsoclegion@gmail.com>, "carolemay@cox.net" <carolemay@cox.net>, Robert DeJong <rjdjong@yahoo.com>, "tom@thehiretarget.org" <tom@thehiretarget.org>, 'Terry McCarty' <ocdawf@yahoo.com>, "John.Tyler@va.gov" <John.Tyler@va.gov>, Tom Johnson <tomj@rackotier.com>, George Columbo <gcolumbo@hotmail.com>, Kyle Miles <kylemiles67@gmail.com>
CC: Karina Guzman <karina@teamamvets.com>

Good Afternoon VA & Community Partners!

The monthly "AMVETS Welcome Home Program" data is attached. The program was able to serve 53 Veterans in the month of November.

In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up, or you can donate to the cause at https://www.teamamvets.com/donate-to-veterans/

Total No. Veterans Served November 2018	**53**
Total No. of Veterans Served Nov. 2012 to Date	**4,502**
Total # Items Delivered	**57,336**
VALUE of delivered items	**$2,156,768**
Welcome Home Delivery Waitlist · **Fresno – 7** · **Long Beach – 14** · **Orange County – 0** · **San Diego – 8** · **Greater Los Angeles – 38**	**67 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/

Follow us on Social Media:

Facebook: https://www.facebook.com/WelcomeHomeProgram/
Instagram: @AMVETS_CA_Foundation
Twitter: @TeamAMVETS_CA

Support veterans with each purchase on our online platform! It's free. http://www.amvetsrewardsca.com

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Attachments:

November Dashboard.pdf	517 KB
November Data Tracking.pdf	252 KB
How YOU Can Help VETERANS WISH LIST.pdf	561 KB

Subject: Re: ADVISORY: Councilmembers Englander & Harris-Dawson to Unveil Homeless Services Referral Program for First Responders
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 12/3/2018, 2:45 PM
To: Blake Bradford <blake.bradford@lacity.org>
CC: Ashley Thomas <ashley.thomas@lacity.org>, landisstokes@gmail.com, Al Magallon <al@ten31mediaproductions.com>

Yes, they will be available for side interviews if you wish.

C

On Mon, Dec 3, 2018 at 2:41 PM Blake Bradford <blake.bradford@lacity.org> wrote:

> Hi Colin & Ashley,
>
> We're planning to attend this event tomorrow. Landis Stokes will be our camera op. I'm hoping we can get interviews with your councilmembers?
>
> Best,
> Blake
>
> > **From:** Colin Sweeney <colin.sweeney@lacity.org>
> > **Date:** December 3, 2018 at 12:08:18 PM PST
> > **Cc:** Bree Breckenridge <bree.breckenridge@lacity.org>
> > **Subject: ADVISORY: Councilmembers Englander & Harris-Dawson to Unveil Homeless Services Referral Program for First Responders**
>
> >
> >

Los Angeles City Councilmember
> > MITCHELL ENGLANDER
> > Council District 12
> >
> > **MEDIA ADVISORY – December 3, 2018**
> >
> > ***Councilmembers Englander & Harris-Dawson to Unveil Homeless Services Referral Program for First Responders***
> >
> > Councilmembers Mitchell Englander and Marqueece Harris-Dawson will join the Los Angeles Police Department, Los Angeles Fire Department, and the Los Angeles Housing Services Authority to announce a pilot program that gives first responders new tools to help them connect individuals experiencing homelessness with necessary medical, mental health, recovery,

or shelter services.

The pilot program will deploy and encourage use of the app "Get Help LA" on mobile phones used by first responders and outreach workers who most frequently interface with the unsheltered population in Los Angeles. The app, which has been developed as a partnership between Get Help and the City of Los Angeles' Information Technology Agency, provides up-to-date, location-based information on service types near a user's present location. This will allow users to search and filter services by type to find an appropriate match that meets the needs of the individual they are trying to help.

There will be a demonstration of the app prototype during the press conference.

WHAT:
Get Help LA Pilot Announcement

WHO:
Councilmember Mitchell Englander
Councilmember Marqueece Harris-Dawson
LAPD Chief Michel Moore
LAFD Deputy Chief Graham Everett
LAHSA Commission Vice President Sarah Dusseault

WHEN:
Tuesday, December 4
9:00 AM

WHERE:
LA City Council Media Room
200 N Spring Street
Los Angeles CA, 90012
Media Room is located behind Council Chambers

PRESS CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

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Colin Sweeney
Communications Director

> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember**
> **President Pro Tempore**
> **Twelfth District**
> City Hall: 213-473-7012
> Community Service Center: 818-882-1212
> e: Councilmember.Englander@lacity.org | w: Englander.la

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Colin Sweeney
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e: Councilmember.Englander@lacity.org | w: Englander.la

Subject: RELEASE: Councilmembers Englander & Harris-Dawson Launch Get Help LA
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 12/4/2018, 11:54 AM
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Los Angeles City Councilmember
MITCHELL ENGLANDER
Council District 12

FOR IMMEDIATE RELEASE – December 4, 2018

Councilmembers Englander & Harris-Dawson Launch Get Help LA

Pilot program gives first-responders and outreach workers live, location based information on available services to assist individuals experiencing homelessness.

Councilmembers Mitchell Englander and Marqueece Harris-Dawson announced a pilot program to deploy the Get Help LA app on the mobile phones of first responders and outreach workers who interface with unsheltered populations in Los Angeles. The Get Help LA app provides up-to-date, location-based information on service types near a user's present location. This will allow users to search and filter services by type to find an appropriate match that meets the needs of the individual they are trying to help.

“First responders often have a very narrow window when individuals facing challenges such as mental instability or addiction are willing to accept care,” said Councilmember Englander who serves as Chair of the Los Angeles Public Safety Committee. “Get Help LA allows them to quickly navigate and find an appropriate service location which maximizes the chances an individual gets the treatment they need.”

"With the first stage of the Get Help App, first responders can quickly locate resources near them to address the needs of any homeless person they encounter," said Councilmember Marqueece Harris-Dawson who serves as Chair of the Los Angeles Homelessness and Poverty Committee. "Soon this app will be available to pastors, teachers, outreach workers, non-profits, and everyday residents!"

"Get Help is proud to work with the City of Los Angeles as our first municipal partner, to help more people in need," said Dr. Anthony Greco, CEO & Founder of Get Help. "The inclusion of technology in the social service system will be a major step forward in helping to find housing, recovery services, and other programs for those in need. We look forward to a successful pilot program with our Los Angeles partner agencies and helping thousands of people in need."

The app was developed through a partnership between Get Help and the City of Los Angeles' Information Technology Agency. In addition to deploying the app on city mobile phones, Get Help LA will provide training on use of the app and data tracking so that the City can measure the use and efficacy of this tool.

In the initial phase, the six month pilot will test usage by LAHSA outreach workers, LAPD HOPE officers and officers assigned to Skid Row, and the LAFD SOBER unit. If successful the app could be deployed to city employees across Los Angeles who may seek to connect an individual in need with services, including librarians, parks employees, and others.

Image stills of app are available by request.

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Subject: RELEASE: L.A. City Council Votes to Install Greig Smith as Councilmember for the 12th Council District
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COUNCIL DISTRICT 12

For Immediate Release -- January 15, 2019

LA City Council Votes to Install Greig Smith as Councilmember for the 12th Council District

Councilmember Smith will serve on an interim basis until a special election determines a successor.

Today, the Los Angeles City Council voted unanimously to install Greig Smith as Councilmember for the 12th Council District. The seat was vacated by Councilmember Mitchell Englander on January 1, 2019. Councilmember Smith previously served two terms as Councilmember for the 12th District from 2003-2011.

"Ensuring that the residents of the 12th Council District continue to have a voice on the Los Angeles City Council is the correct decision," said Councilmember Smith. "I'm honored that the City Council has entrusted me with this responsibility so that the interests of the communities that comprise the 12th Council District can be served in Council until the results of a special election are confirmed."

“There is nothing more important than ensuring the residents of Council District 12 have representation and a voice on our council,” said Los Angeles City Council President Herb Wesson. “Greig Smith will be a passionate advocate for delivering the services his constituents want, need, and expect.”

Councilmember Smith will be a voting member with committee assignments on the Los Angeles City Council until a special election determines the next Councilmember for the 12th District. In order to focus on best serving the residents of the district, Councilmember Smith has stated he will not run as a candidate in the upcoming special election.

Since leaving LA City Council in 2011, Greig Smith has served Los Angeles as an LAPD Reserve Officer with the rank of Detective specializing in cold cases and has returned to the private sector. Prior to his first election as Councilmember, Greig Smith was the Chief of Staff for 12th District Councilmember Hal Bernson and a small business owner in Northridge.

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Subject: AMVETS Welcome Home Program January 2019
From: Karina Guzman <karina@teamamvets.com>
Date: 2/1/2019, 1:24 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Collier, Matthew (Matthew.Collier2@va.gov)" <Matthew.Collier2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Sheila.Cullen@va.gov" <Sheila.Cullen@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "Darin.Farr@va.gov" <Darin.Farr@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, Matthew Doherty <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Artero, Nonnie-Lii" <Nonnie-Lii.Artero@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, Jeremy Sidell <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Andrea Murray <AndreaM@ePath.org>, Tessa Madden <TessaM@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "ray.tober@va.gov" <ray.tober@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Weser, Bettyjean R." <Bettyjean.Weser@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, "ben.rejniak@mail.house.gov" <ben.rejniak@mail.house.gov>, Bobby McDonald <ibdmac13@aol.com>, "Lindsey Gonzales @ GOBE (lindsey@gobethe1.com)" <lindsey@gobethe1.com>, Jesse Ross <jesse@GoBEthe1.com>, Nicole Wells <nicole.wells@lacity.org>, Ana Dragin <ana.dragin@lacity.org>, Antonio Chapa <achapa@mva.lacounty.gov>, Manny Lopez <emmanuelle.lopez@lacity.org>, "brenda@npprosperity.net" <brenda@npprosperity.net>, "rudy.hedgren@usw.salvationarmy.org"

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<sabrina.contreras@navy.mil>, Anita Mendoza <amendoza@teamamvets.com>, Sherry Toler <Sherry.Toler@cort.com>, "colin.sweeney@lacity.org" <colin.sweeney@lacity.org>, "latonya@lachamber.com" <latonya@lachamber.com>, "ellie.ramseyer49@gmail.com" <ellie.ramseyer49@gmail.com>, "cko@unitedwayla.org" <cko@unitedwayla.org>, "egarcia@unitedwayla.org" <egarcia@unitedwayla.org>, "dtucker@unitedwayla.org" <dtucker@unitedwayla.org>, Georgeanne Barrett <GeorgeanneB@ePath.org>, Judy Rowles <tisirowles@cox.net>, Steven Spriggs <steven.spriggsoclegion@gmail.com>, "carolemay@cox.net" <carolemay@cox.net>, Robert DeJong <rjdjong@yahoo.com>, "tom@thehiretarget.org" <tom@thehiretarget.org>, 'Terry McCarty' <ocdawf@yahoo.com>, "John.Tyler@va.gov" <John.Tyler@va.gov>, Tom Johnson <tomj@rackotier.com>, George Columbo <gcolumbo@hotmail.com>, Kyle Miles <kylemiles67@gmail.com>
CC: Karina Guzman <karina@teamamvets.com>

Good Afternoon VA & Community Partners!

The monthly "AMVETS Welcome Home Program" data is attached. The program was able to serve 50 Veterans in January.

In January, we have received a significant amount of referrals from West Los Angeles VA. In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up, or you can donate to the cause at https://www.teamamvets.com/donate-to-veterans/.

Total No. Veterans Served January 2019	**50**
Total No. of Veterans Served Nov. 2012 to Date	**4,598**
Total # Items Delivered	**58,580**
VALUE of delivered items	**$2,205,891**
Welcome Home Delivery Waitlist · **Fresno – 9** · **Long Beach – 11** · **Orange County – 0** · **San Diego – 7** · **Greater Los Angeles – 64**	**91 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

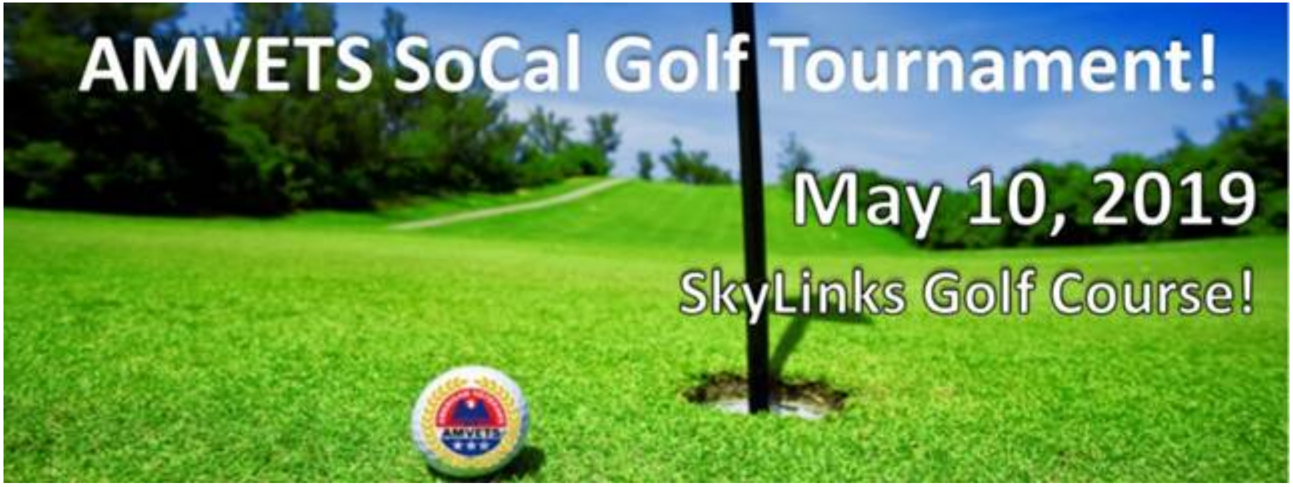
Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/

Follow us on Social Media:
Facebook: https://www.facebook.com/WelcomeHomeProgram/
Instagram: @AMVETS_CA_Foundation
Twitter: @TeamAMVETS_CA

Support veterans with each purchase on our online platform! It's free. http://www.amvetsrewards.com

https://www.teamamvets.com/amvets-socal-golf/


AMVETS SoCal Golf Tournament!
May 10, 2019
SkyLinks Golf Course!

TEAM AMVETS
Department of California Service Foundation

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Attachments:

January Dashboard.pdf	537 KB
January Data Tracking.pdf	223 KB

Subject: Save the Date | 25th Annual Treasures of Los Angeles - May 9
From: Central City Association <info@ccala.org>
Date: 2/8/2019, 12:40 PM
To: colin.sweeney@lacity.org

Image

RSVP

RSVP by April 26

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Subject: AMVETS Welcome Home Program February 2019
From: Karina Guzman <karina@teamamvets.com>
Date: 3/4/2019, 12:08 PM
To: "lisa.pape2@va.gov" <lisa.pape2@va.gov>, "Kane, Vincent" <Vincent.Kane@va.gov>, "Shahan, Ann M. (Puget Sound" <Ann.Shahan@va.gov>, "Harris, Keith W." <Keith.Harris@va.gov>, "anthony.love@va.gov" <anthony.love@va.gov>, "holly.hirsel@va.gov" <holly.hirsel@va.gov>, "Quinton, Randy" <Randy.Quinton@va.gov>, "ada.clark@va.gov" <ada.clark@va.gov>, "Deborah.Holden-Grogan@va.gov" <Deborah.Holden-Grogan@va.gov>, "norman.ge@va.gov" <norman.ge@va.gov>, "Amy.Canter@va.gov" <Amy.Canter@va.gov>, "richard.beam@va.gov" <richard.beam@va.gov>, "raul.martinez@va.gov" <raul.martinez@va.gov>, "robert.smith2@va.gov" <robert.smith2@va.gov>, "cynthia.butler@va.gov" <cynthia.butler@va.gov>, "yolanda.sidoti@va.gov" <yolanda.sidoti@va.gov>, "donna.fischer@va.gov" <donna.fischer@va.gov>, "Brown, Ann R." <Ann.Brown@va.gov>, "DiMaggio, Theresa" <Theresa.DiMaggio@va.gov>, "David.Holt@va.gov" <David.Holt@va.gov>, "Davis, Teresa" <Teresa.Davis11@va.gov>, "Sadie.Stewart@va.gov" <Sadie.Stewart@va.gov>, "jessica.chamberlain@va.gov" <jessica.chamberlain@va.gov>, "Rebecca.dominy@va.gov" <Rebecca.dominy@va.gov>, "Steve.Bauman@va.gov" <Steve.Bauman@va.gov>, "Danica.Bogicevic@va.gov" <Danica.Bogicevic@va.gov>, "Lawrence.yanez@va.gov" <Lawrence.yanez@va.gov>, "Mary.Golden@va.gov" <Mary.Golden@va.gov>, "MeganC@ePath.org" <MeganC@ePath.org>, Jennifer Hark-Dietz <JenniferD@ePath.org>, Matthew Doherty <Matthew.Doherty@usich.gov>, "Travis.Adams@va.gov" <Travis.Adams@va.gov>, "Kathleen.Lyttle@va.gov" <Kathleen.Lyttle@va.gov>, "cmarge@unitedwayla.org" <cmarge@unitedwayla.org>, "Engberg, Dulce" <Dulce.Engberg@va.gov>, "Shields, RC" <RC.Shields@va.gov>, "kalies@epath.org" <kalies@epath.org>, "mike.walton@vvsd.net" <mike.walton@vvsd.net>, Mary Kelly-Mohr <marykellymohr@gmail.com>, "Smith, Casey E." <Casey.Smith4@va.gov>, Jeremy Sidell <JeremyS@ePath.org>, Craig Joyce <CraigJ@ePath.org>, Tessa Madden <TessaM@ePath.org>, Jill Bowles <Jill.Bowles@longbeach.gov>, "carey.filer@va.gov" <carey.filer@va.gov>, "Shonta.Jones-Cole@va.gov" <Shonta.Jones-Cole@va.gov>, "Weser, Bettyjean R." <Bettyjean.Weser@va.gov>, "Hunter, Darnisha" <DHunter@sandiego.gov>, "louise.beatson@hyatt.com" <louise.beatson@hyatt.com>, Jonathan Castillo <JonathanCastillo@ePath.org>, "carole@thegoldsteingroup.org" <carole@thegoldsteingroup.org>, "Jennifer E. Lee" <JenniferLee@ePath.org>, "irving.pacheco@mail.house.gov" <irving.pacheco@mail.house.gov>, "Miles.Bruner@sen.ca.gov" <Miles.Bruner@sen.ca.gov>, 'cajaclk' <cajaclk@yahoo.com>, Ivan Mason <imason@usvetsinc.org>, "ben.rejniak@mail.house.gov" <ben.rejniak@mail.house.gov>, Bobby McDonald <ibdmac13@aol.com>, "Lindsey Gonzales @ GOBE (lindsey@gobethe1.com)" <lindsey@gobethe1.com>, Jesse Ross <jesse@GoBEthe1.com>, Nicole Wells <nicole.wells@lacity.org>, Ana Dragin <ana.dragin@lacity.org>, Antonio Chapa <achapa@mva.lacounty.gov>, Manny Lopez <emmanuelle.lopez@lacity.org>, "brenda@npprosperity.net" <brenda@npprosperity.net>, "rudy.hedgren@usw.salvationarmy.org" <rudy.hedgren@usw.salvationarmy.org>, "Judy.Hedgren@usw.salvationarmy.org" <Judy.Hedgren@usw.salvationarmy.org>, Joseph Palmer <joepalmer@militaryoutreachusa.org>, "anna@wingsfresno.org" <anna@wingsfresno.org>, "Kurtz, Norma" <Norma.Kurtz@asm.ca.gov>,

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CC: Karina Guzman <karina@teamamvets.com>

Good Afternoon VA & Community Partners!

The monthly "AMVETS Welcome Home Program" data is attached. The program was able to serve 52 Veterans in February.

We have received a significant amount of referrals. In order to remove our waitlist, we are in need of donated furniture, new bedding sets, new pillows and new pots & pans! We will pick up, or you can donate to the cause at https://www.teamamvets.com/donate-to-veterans/.

Total No. Veterans Served February 2019	**52**
Total No. of Veterans Served Nov. 2012 to Date	**4,650**
Total # Items Delivered	**59,220**
VALUE of delivered items	**$2,228,935**
Welcome Home Delivery Waitlist · **Fresno – 8** · **Long Beach – 10** · **Orange County – 0** · **San Diego – 18** · **Greater Los Angeles – 60**	**96 Veterans waiting for furniture assistance**

Thank you for your continued support! Please feel free to call if you have any questions.

Thank You,

Karina Guzman
Welcome Home Program Manager
AMVETS Dept. of California Service Foundation
Phone: 714-396-1872 | FAX: 877-854-8387
Website: www.teamamvets.com
Donate at: http://www.teamamvets.com/donate-to-veterans/

Follow us on Social Media:
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Instagram: @AMVETS_CA_Foundation
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https://www.teamamvets.com/amvets-socal-golf/

AMVETS SoCal Golf Tournament!
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February Data Tracking.pdf	223 KB

Subject: CCA Reflects: A Data-Driven DTLA
From: Central City Association <info@ccala.org>
Date: 4/10/2019, 1:02 PM
To: colin.sweeney@lacity.org

Image

April 2019
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CCA Reflects is a monthly series where we share our insights on what is happening in DTLA and the region.

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A Data-Driven DTLA

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Downtown Los Angeles (DTLA) has made tremendous progress over the past several decades. This is evident by the construction cranes dotting its skyline and by the vibrant streets crowded with new shops and restaurants. These are clear indicators that DTLA has rapidly become an attractive place to live and invest. DTLA is now home to nearly 70,000 residents and expected to reach 200,000 by 2040. It is significant that a public opinion survey conducted by Loyola Marymount University (LMU) found that an **overwhelming majority of Downtown's 70,000 residents are optimistic about the direction of their neighborhood and enjoy living in Downtown**. This shows CCA's advocacy efforts -- which are focused on making DTLA a vibrant and welcoming place to live, work and visit -- have been effective.

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After our strategic planning process, we decided to take a more data-driven approach to track progress in Downtown and also assess how Downtown residents are feeling. In addition to playing a critical role in establishing a common set of facts that provide a basis for policies and investments, data is critical for civic engagement and elections. That's why we're rolling out two new initiatives which will help us more acutely identify DTLA's challenges and opportunities and strategically guide our advocacy efforts.

1. **DTLA Insights**: an interactive data portal focused on DTLA, which is sponsored by the restaurant Mrs. Fish located at 5th and Hill Streets, that provides concrete numbers and statistics to measure progress
2. **DTLA Community Study**: a public opinion survey of DTLA residents conducted by StudyLA at LMU

We can now establish that the investments made to make DTLA an attractive place to live continue to pay off. **Nearly 70% of residents think Downtown is going in the right direction, 86% like living here and 61% are likely to stay in Downtown for the next five years**. They like Downtown because they enjoy their high quality of life, including food and beverage options, shopping and entertainment, access to public transportation and walkability.

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This elevated quality of life and the presence of more than 300,000 jobs make DTLA the ideal place to live close to where you work. As such, DTLA's population has drawn a large share of younger people living alone and they tend to earn higher incomes compared to income levels in the city as a whole. We also have a higher share of elderly residents who benefit from a walkable and accessible DTLA. However, the data tell us that we're missing an important demographic: families with children.

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Families make up only a quarter of DTLA households, but they make up nearly two-thirds of households in the city. This is an issue area where Downtown residents feel less optimistic. **Less than a quarter of DTLA residents would recommend DTLA as a place to raise children despite that nearly three-quarters would recommend it as a place to live overall**. We strongly believe DTLA should welcome everyone, and attracting and keeping families in our neighborhood is important to our economy and to build a more dynamic community. Accomplishing this goal means we need to fill the current gaps in our educational options, support the development of parks and recreation facilities, and provide a wide variety of housing options and community-serving retail.

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Finally, the survey shows that Downtown residents' positivity declines when assessing our region's homelessness crisis. **Nearly two-thirds of DTLA residents believe that the homeless situation in Downtown will worsen over the coming year, and a majority thinks the efforts to address homelessness are poor**. We must find comprehensive solutions for our nearly 6,000 homeless residents in our neighborhood. Downtown has a higher concentration of homeless service providers, missions, shelters and supportive housing units than elsewhere in the city, but we know that we can and should do more.

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We redefined our advocacy priorities two years ago to include homelessness and livability, and this data shows that these are indeed important areas that need our advocacy. This portrait of DTLA is just a glimpse of the information we've learned through DTLA Insights and the DTLA Community Survey. Most importantly, it shows that Downtown is a voting bloc with 70,000 optimistic residents. They are positive about the future but know there are issues we must address. As we prepare for the Council District 14 race in 2020, we want to make sure these residents are civically engaged and that candidates know what their concerns are. We will continue to lead data-driven efforts for our advocacy and for Downtown's future.

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Explore DTLA Insights here: ccala.org/dtlainsights
Read the press release here: ccala.org/0410release

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COUNCIL DISTRICT 12

MEDIA ADVISORY - May 15, 2019

COUNCILMEMBER SMITH TO HONOR BOYS & GIRLS BASKETBALL STATE CHAMPIONS OF SIERRA CANYON HIGH SCHOOL

Signs marking athletic championships to be unveiled at Sierra Canyon School

Councilmember Greig Smith will join the Sierra Canyon Girls and Boys Basketball Teams as well as the coaches and athletics department of Sierra Canyon School to celebrate their respective victories in the 2019 Open Division CA State Championship. Street signs commemorating their victories will be unveiled at the ceremony held on the last day of school for departing seniors.

"It's a privilege to represent a district with so many accomplished student-athletes," said Councilmember Greig Smith. "These hard working young men and women are an incredible source of pride for our community and I'm glad that they will be able to see their achievements memorialized in front of their school."

“I cannot be more proud of the accomplishments of our student-athletes throughout the school year," said Head of School Jim Skrumbis. "To win both the boys and girls Open Division Basketball Championship in the same season is truly something special and unprecedented. I want to congratulate the coaches, players, parents and students of Sierra Canyon for all they accomplished on the field and court this year."

"To win at the highest level in California is truly a special accomplishment, " said Girls Head Coach Alicia Komaki. "This team was a very special group who were willing to sacrifice themselves for the sake of making us a better team and it showed throughout the playoffs. When our backs were against the wall, we dug in deep and made ourselves champions."

"Winning the California Open Division Championship two years in a row is an incredible accomplishment," said Boys Head Coach Andre Chevalier. "Every game we played this year we had a target on our back and it was not easy knowing we would take the best shot from everyone we played. I am proud of our team bond, our team unity and perseverance to bring home the championships to the San Fernando Valley."

Students and coaches will be available for interview following ceremony.

WHAT:
Championship Street Sign Unveiling

WHO:
Councilmember Greig Smith
Sierra Canyon Girls Basketball Team - 2019 Open Division Champions
Sierra Canyon Boys Basketball Team - 2019 Open Division Champions

WHEN:
Thursday, May 16 at 12:45pm

WHERE:
Sierra Canyon School
20801 Rinaldi St., Chatsworth, 91311

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Colin Sweeney
Communications Director
Office of Councilmember Greig Smith
Council District 12
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: Fwd: ADVISORY: Councilmember Smith to Honor Boys & Girls Basketball State Champions of Sierra Canyon High School
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 5/15/2019, 12:22 PM
To: Ed Santacruz <ed.santacruz@lacity.org>, Ted Lin <ted.lin@lacity.org>, Yana Kay <yana.kay@lacity.org>, ITA Council Audio <ITA.CouncilAudio@lacity.org>

Hi Council Audio & Channel 35,

Just checking in to say that we're still on for tomorrow. Looks like the rain should clear out by noon so we should be okay on that front. We'll have canopies on site just in case for cameras.

See you tomorrow!

Thanks,
Colin

---------- Forwarded message ---------
From: **Colin Sweeney** <colin.sweeney@lacity.org>
Date: Wed, May 15, 2019 at 12:20 PM
Subject: ADVISORY: Councilmember Smith to Honor Boys & Girls Basketball State Champions of Sierra Canyon High School
To:

CITY OF LOS ANGELES
FOUNDED 1781
COUNCIL DISTRICT 12

MEDIA ADVISORY - May 15, 2019

COUNCILMEMBER SMITH TO HONOR BOYS & GIRLS BASKETBALL STATE CHAMPIONS OF SIERRA CANYON HIGH SCHOOL

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WHEN:
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WHERE:
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20801 Rinaldi St., Chatsworth, 91311

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Subject: RSVP NOW | Innovation In Industry: Housing – June 27
From: Central City Association <info@ccala.org>
Date: 5/21/2019, 1:26 PM
To: colin.sweeney@lacity.org

CCA Special Event

Image

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(213) 416-7531 | nlasky@ccala.org
ï¿½
Rï¿½gine David | Manager of Strategic Relations
(213) 416-7511 | rdavid@ccala.org

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Enhancing DTLA's vibrancy and increasing investment in the region

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Subject: ADVISORY: Councilmember Greig Smith to Celebrate US Academic Decathlon National Champions of Granada Hills Charter High School
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 5/31/2019, 12:43 PM
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COUNCIL DISTRICT 12

Media Advisory -- May 31, 2019

Councilmember Greig Smith to Celebrate US Academic Decathlon National Champions of Granada Hills Charter High School

2019 victory represents the school's seventh national title in nine years.

Councilmember Greig Smith will join the National Champion Academic Decathlon Team of Granada Hills Charter High School to celebrate their victory in the 2019 US Academic Decathlon. Street signs commemorating their victory will be unveiled at the ceremony. This victory represents the seventh time Granada Hills Charter has won the National Championship in nine years.

"Granada Hills Charter High School has defied the odds yet again," said Councilmember Greig Smith. "These hard working young men and women are an incredible source of pride for our community and I'm privileged to represent them on the Los Angeles City Council. I look forward to celebrating their incredible achievements."

"We are immensely proud of all the Academic Decathlon teams that have competed over the years and we celebrate this year's triumph alongside our students and coaches who have demonstrated immeasurable grit and determination," said Brian Bauer, Executive Director at Granada Hills Charter High School. "The City's permanent sign that honors this year's national championship team is a reminder to all that the success of our students, and our entire charter school, rests on the unwavering support from our community."

Students and will be available for interview following the sign unveiling ceremony.

WHAT:
Granada Hills Charter High School US Academic Decathlon Championship Street Sign Unveiling

WHO:
Councilmember Greig Smith
2019 Granada Hills Charter High School Academic Decathlon Team

WHEN:
Monday, June 3rd at 10:30 am

WHERE:
Granada Hills Charter High School
10535 Zelzah Ave., Granada Hills, 91344

PRESS CONTACT:
Colin Sweeney
Communications Director
Cell (213) 804-5811
Email: Colin.Sweeney@lacity.org

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Subject: ADVISORY: City Council to Dedicate Michael Connelly Day in the City of Los Angeles
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 6/20/2019, 11:54 AM
To: undisclosed-recipients:;
BCC: 818 News LA <818newsla@gmail.com>, "aaron@beverlypress.com" <aaron@beverlypress.com>, "abclocal@abcnewsradio.com" <abclocal@abcnewsradio.com>, "abel.alamillo@nbcuni.com" <abel.alamillo@nbcuni.com>, "abronstad@alm.com" <abronstad@alm.com>, "achavez@sanfernandosun.com" <achavez@sanfernandosun.com>, "adam.nagourney@nytimes.com" <adam.nagourney@nytimes.com>, "adamnag@nytimes.com" <adamnag@nytimes.com>, "adrienne.alpert@abc.com" <adrienne.alpert@abc.com>, "afausto@losangelesregister.com" <afausto@losangelesregister.com>, "afujii@cbs.com" <afujii@cbs.com>, "agoldstein5@bloomberg.net" <agoldstein5@bloomberg.net>, Alan Gitterman <alan.b.gitterman@abc.com>, "alannam@pennwell.com" <alannam@pennwell.com>, "alejandrac@gmail.com" <alejandrac@gmail.com>, "alerts@mavrixphoto.com" <alerts@mavrixphoto.com>, Alex Dobuzinskis <adob.press@gmail.com>, Alex Stone <alex.stone@abc.com>, "Alex.Dobuzinskis@thomsonreuters.com" <Alex.Dobuzinskis@thomsonreuters.com>, "alex.vasquez@nbcuni.com" <alex.vasquez@nbcuni.com>, Alexander Marlow <alex@breitbart.com>, "alexandra.berzon@wsj.com" <alexandra.berzon@wsj.com>, "alexandra.zavis@latimes.com" <alexandra.zavis@latimes.com>, Alyssa Ganezer <alyssa@smobserver.com>, "amccartney@ap.org" <amccartney@ap.org>, "amina.khan@latimes.com" <amina.khan@latimes.com>, "amoreno@kwhy.com" <amoreno@kwhy.com>, "amoreno@lbimedia.com" <amoreno@lbimedia.com>, "amouchard@ocregister.com" <amouchard@ocregister.com>, "Amy.Corral@nbcuni.com" <Amy.Corral@nbcuni.com>, "amykly@gmail.com" <amykly@gmail.com>, Ana Garcia <anagnews@gmail.com>, "ana.facio.c.1@gmail.com" <ana.facio.c.1@gmail.com>, "Ana.Garcia@CrimeWatchDaily.com" <Ana.Garcia@crimewatchdaily.com>, Anabel Munoz <anabelle.munoz@gmail.com>, "Andrew.Blankstein@nbcuni.com" <Andrew.Blankstein@nbcuni.com>, "andrew.mollenbeck@gmail.com" <andrew.mollenbeck@gmail.com>, "andrew.murr@att.net" <andrew.murr@att.net>, "andrew@apparelnews.net" <andrew@apparelnews.net>, "angarcia@univision.net" <angarcia@univision.net>, "angel.jennings@latimes.com" <angel.jennings@latimes.com>, "Ann.haley@latimes.com" <Ann.haley@latimes.com>, "ann.oneill@turner.com" <ann.oneill@turner.com>, "Anna.scott@kcrw.org" <Anna.scott@kcrw.org>, "annaa@huffingtonpost.com" <annaa@huffingtonpost.com>, annette zapata <adzapata@cbs.com>, "Annette.Arreola@nbcuni.com" <Annette.Arreola@nbcuni.com>, "annleeellingson@bizjournals.com" <annleeellingson@bizjournals.com>, "apalazzo@bloomberg.net" <apalazzo@bloomberg.net>, "aperez@cbs.com" <aperez@cbs.com>, "araceli.martinez@laopinion.com" <araceli.martinez@laopinion.com>, Armando Azarloza <aazarloza@theaxisagency.com>, Armando Barragan <armando.r.barragan@abc.com>, Aron Bender <AronBender@iheartmedia.com>, "aronc@jewishjournal.com" <aronc@jewishjournal.com>, "artfulmoments@gmail.com" <artfulmoments@gmail.com>, ashley dunn <ashley.dunn@latimes.com>, "ask@kpcc.org" <ask@kpcc.org>, "austin@emsawimi.com" <austin@emsawimi.com>, "avalverde@univision.net"

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COUNCIL DISTRICT 12

Media Advisory -- June 20, 2019

City Council to Dedicate Michael Connelly Day in the City of Los Angeles

Councilmember Greig Smith will join Councilmembers Monica Rodriguez and Joe Buscaino in welcoming best-selling author Michael Connelly to Los Angeles City Council. The Council recently adopted a resolution dedicating June 21st as Michael Connelly Day in the City of Los Angeles.

Michael Connelly is the author of the acclaimed Harry Bosch series of novels. The novels and characters, some based on real-life LAPD detectives, have since been adapted into films and the hit Amazon series "Bosch."

Connelly began his career as a crime reporter in Florida and later for the Los Angeles Times. A recent Times article detailed how Connelly has developed relationships with actual LAPD detectives to inform and inspire the characters in his novels.

Joining the Councilmembers and Connelly in Council will be several of the author's friends in LAPD and "Bosch" series star Titus Welliver.

WHAT:
Michael Connelly Day in Los Angeles

WHEN:
June 21, 2019 @ 10 AM

WHERE:
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Subject: ADVISORY: Ribbon Cutting for Wilbur-Tampa Park Playground
From: Colin Sweeney <colin.sweeney@lacity.org>
Date: 7/17/2019, 11:21 AM
To: undisclosed-recipients:;
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COUNCIL DISTRICT 12

Media Advisory -- July 17, 2019

Ribbon Cutting for Wilbur-Tampa Park Playground

Councilmember Greig Smith, the City of Los Angeles Department of Recreation and Parks, and the Porter Ranch Neighborhood Council will gather for the celebration and ribbon cutting ceremony for the landscape improvements and the renovation of Wilbur-Tampa Park's playground. The functionality of this modern playground equipment for youth (ages 2- 5 and 5-12) is punctuated by graduated levels of obstacles that champion learning, physical activity and more!

The new playground features an array of bright colors that invite youth to explore natural and musical aspects while at play. Elements such as climbable boulders, an ascendable tree, balancing logs, and rock walls incorporate the use of motor skills and various physical abilities. A weather cycle board, climate game panels, and a thermometer feature spark intrigue and curiosity that can be simultaneously engaged and observed while children are exposed to the climate. The familiar lilt of children enjoying their experience will be accompanied by concerto congas and a piano panel, inciting a cacophony of amusement.

A fun and festive apparatus equipped with shade canopies that shield youth from the sun will promote more time spent at the park. The fall absorbing ground cover supports an atmosphere of safety and resiliency. Group engagement is encouraged with placements of the merry-go-round, nu-edge rope scrambler and clubhouse, inspiring the creation of camaraderie and new friendships.

WHERE: Wilbur-Tampa Park- 12001 Wilbur Avenue, Porter Ranch, CA 91326

WHEN: Thursday, July 18, 2019
10:30 a.m.

WHO: Los Angeles City Councilmember Greig Smith, 12th Council District
Sylvia Patsaouras, President, Board of Recreation and Parks Commissioners
Therman Calloway Jr., Principal Grounds Maintenance Supervisor II, Department of Recreation and Parks
Jason Hector, Chair, Porter Ranch Neighborhood Council Beautification Committee

--

Colin Sweeney
Communications Director
Office of Councilmember Greig Smith
Council District 12
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: Re: ADVISORY: Ribbon Cutting for Wilbur-Tampa Park Playground
From: "Finnegan, Michael" <Michael.Finnegan@latimes.com>
Date: 7/17/2019, 12:08 PM
To: Colin Sweeney <colin.sweeney@lacity.org>

Hi Colin. Can you please remove my email address from your press list?
Thank you,
Michael

From: Colin Sweeney <colin.sweeney@lacity.org>
Date: Wednesday, July 17, 2019 at 11:22 AM
Subject: ADVISORY: Ribbon Cutting for Wilbur-Tampa Park Playground

EXTERNAL SOURCE

COUNCIL DISTRICT 12

Media Advisory -- July 17, 2019
Ribbon Cutting for Wilbur-Tampa Park Playground

Councilmember Greig Smith, the City of Los Angeles Department of Recreation and Parks, and the Porter Ranch Neighborhood Council will gather for the celebration and ribbon cutting ceremony for the landscape improvements and the renovation of Wilbur-Tampa Park's playground. The functionality of this modern playground equipment for youth (ages 2- 5 and 5-12) is punctuated by graduated levels of obstacles that champion learning, physical activity and more!

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Colin Sweeney
Communications Director
Office of Councilmember Greig Smith
Council District 12
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

https://docs.google.com/uc?export=download&id=1VdHKjF

Subject: Have you registered for our Elected Officials Reception on Aug. 14?
From: Central City Association <info@ccala.org>
Date: 7/25/2019, 11:17 AM
To: colin.sweeney@lacity.org

CCA Special Event

Image

ATTIRE
Smart casual. The event takes place on an outdoor lawn so please be aware to avoid sinking heels.

NEED A LYFT?
Lyft to and from the event with a **discount code for $5 off**!

PARKING
Parking is available for $17.50 at **Lot 2: 615 N. Main Street.**
We encourage you to ride share or take transit - the venue is across the street from Union Station.

RSVP

RSVP required by Aug 8.

SPONSORSHIP OPPORTUNITIES AVAILABLE:

Nhien Lasky | VP of Strategic Relations
nlasky@ccala.org | 213.416.7531

GET DIRECTIONS

Image

Image Image Image Image

Central City Association of Los Angeles

Enhancing DTLA's vibrancy and increasing investment in the region

Unsubscribe or update your subscription preferences

You received this email because you are a member or email subscriber of Central City Association.
626 Wilshire Boulevard, Suite 850 | Los Angeles, CA 90017

Subject: Fwd: Breakfast or Lunch w/ Matt Knabe
From: Mitchell Englander <mitch@englander.la>
Date: 11/13/2017, 11:38 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Please set up a lunch.

-------- Original message --------
From: Kaitlyn Adams <kaitlyn@ekapr.com>
Date: 11/13/17 10:25 AM (GMT-08:00)
To: Mitch@Englander.LA
Cc: brandy.turnbow@lacity.org
Subject: Breakfast or Lunch w/ Matt Knabe

Hi Mitch,

Matt would like to set up a breakfast or lunch meeting with you sometime soon just to catch up. What's your availability like in the coming weeks?

Thank you,

Kaitlyn Adams

EKA Co

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

T: 213-741-1500 Ext. 538

F: 213-747-4900

kaitlyn@ekapr.com

www.ekapr.com

Subject: RE: Breakfast or Lunch w/ Matt Knabe
From: Kaitlyn Adams <kaitlyn@ekapr.com>
Date: 1/9/2018, 9:43 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Confirmed!

801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 538
F: 213-747-4900
kaitlyn@ekapr.com
www.ekapr.com

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Tuesday, January 09, 2018 9:42 AM
To: Kaitlyn Adams <kaitlyn@ekapr.com>
Subject: Re: Breakfast or Lunch w/ Matt Knabe

Hi Kaitlyn!

Hope you had a wonderful New Year! I just wanted to reconfirm tomorrow's lunch at Morton's Steakhouse at noon with Matt Knabe. Please let me know at your earliest convenience.

Thank you,
Brandy

On Mon, Nov 13, 2017 at 3:04 PM, Brandy Turnbow <brandy.turnbow@lacity.org> wrote:

> Thanks! We have it! :)
>
> On Mon, Nov 13, 2017 at 3:03 PM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:
>
> > Just sent you a calendar invite. Thanks!
> >
> > 801 South Figueroa Street, Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 538
> > F: 213-747-4900
> > kaitlyn@ekapr.com
> > www.ekapr.com
> >
> > **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]

Sent: Monday, November 13, 2017 3:01 PM

To: Kaitlyn Adams <kaitlyn@ekapr.com>
Subject: Re: Breakfast or Lunch w/ Matt Knabe

Hi Kaitlyn!

This will work! The location at Fig & 7th?

Thank you!
Brandy
--

Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
CityHall: 213-473-7012
CommunityService Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

On Mon, Nov 13, 2017 at 2:46 PM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:

> 1/10 works! I'll send out a calendar invite. Does the councilmember have a preferred lunch spot? If not I can make a reservation at Morton's.
>
> Thank you, Brandy.
>
> 801 South Figueroa Street, Suite 1050
> Los Angeles, CA 90017
> T: 213-741-1500 Ext. 538
> F: 213-747-4900
> kaitlyn@ekapr.com
> www.ekapr.com
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Monday, November 13, 2017 2:45 PM
>
> **To:** Kaitlyn Adams <kaitlyn@ekapr.com>
> **Subject:** Re: Breakfast or Lunch w/ Matt Knabe
>
> Okay perfect!
>
> This is what I have:
>
> Wed. 1/10 @ Noon - DTLA Area
> Tues 1/16 @ Noon - DTLA Area
>
> Please let me know if these work!

>>> Brandy
>>> --
>>>
>>> **Brandy Turnbow**
>>> **Executive Assistant**
>>> **Councilmember Mitchell Englander**
>>> **Los Angeles City Councilmember President Pro Tempore**
>>> **Twelfth District**
>>> **City Hall:** 213-473-7012
>>> **Community Service Center:** 818-882-1212
>>> **e:** Councilmember.Englander@lacity.org | **w:** www.cd12.org
>>>
>>> On Mon, Nov 13, 2017 at 2:40 PM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:
>>>
>>>> That would be great!
>>>>
>>>> 801 South Figueroa Street, Suite 1050
>>>> Los Angeles, CA 90017
>>>> T: 213-741-1500 Ext. 538
>>>> F: 213-747-4900
>>>> kaitlyn@ekapr.com
>>>> www.ekapr.com
>>>>
>>>> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
>>>> **Sent:** Monday, November 13, 2017 2:40 PM
>>>>
>>>> **To:** Kaitlyn Adams <kaitlyn@ekapr.com>
>>>> **Subject:** Re: Breakfast or Lunch w/ Matt Knabe
>>>>
>>>> Hi Kaitlyn,
>>>>
>>>> The Councilmember is booked. Should I look for a date in January?
>>>>
>>>> Thank you!
>>>> Brandy
>>>> --
>>>>
>>>> **Brandy Turnbow**
>>>> **Executive Assistant**
>>>> **Councilmember Mitchell Englander**
>>>> **Los Angeles City Councilmember President Pro Tempore**
>>>> **Twelfth District**
>>>> **City Hall:** 213-473-7012
>>>> **Community Service Center:** 818-882-1212
>>>> **e:** Councilmember.Englander@lacity.org | **w:** www.cd12.org
>>>>
>>>> On Mon, Nov 13, 2017 at 2:32 PM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:
>>>>
>>>>> Thanks, Brandy! Matt's out of town next week and we have our big staff meeting at noon on the 28th. Does the Councilmember have any availability the first week of December?

Thank you so much,

Kaitlyn

801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 538
F: 213-747-4900
kaitlyn@ekapr.com
www.ekapr.com

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Monday, November 13, 2017 2:31 PM
To: Kaitlyn Adams <kaitlyn@ekapr.com>
Subject: Re: Breakfast or Lunch w/ Matt Knabe

Hi Ms. Adams,

My name is Brandy Turnbow and I am the Councilmember's Executive Assistant. The Councilmember has asked that I arrange a lunch with you. I have the following available:

Tues. 11/21 @ Noon - DTLA Area
Tues. 11/28 @ Noon - DTLA Area

Please let me know if these dates and times work well with your schedule.

Thank you,
Brandy Turnbow
--

Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | **w:** www.cd12.org

On Mon, Nov 13, 2017 at 10:25 AM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:

> Hi Mitch,
>
> Matt would like to set up a breakfast or lunch meeting with you sometime soon just to catch up. What's your availability like in the coming weeks?
>
> Thank you,
>
> Kaitlyn Adams

EKA
Englander Knabe & Allen
801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 538
F: 213-747-4900
kaitlyn@ekapr.com
www.ekapr.com

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Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
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Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
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e: Councilmember.Englander@lacityorg | w: www.cd12.org

Subject: Re: Meeting request on behalf of Marcus Allen and Anthem
From: Brandy Turnbow <brandy.turnbow@lacity.org>
Date: 1/10/2018, 11:39 AM
To: Candace Barger <candace@ekapr.com>
CC: Brenton Tesler <brenton.tesler@lacity.org>

Hi Candace,

Thank you for understanding! :) Brenton will be in touch with you regarding dates and times as he handles his calendar.

Thank you again!
Brandy

On Wed, Jan 10, 2018 at 11:37 AM, Candace Barger <candace@ekapr.com> wrote:

> Hi Brandy,
>
> Totally understand. Yes, we would love to meet with Brenton. If you or he could send some options when it's convenient it would be appreciated.
>
> Thank you,
>
> Candace
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Wednesday, January 10, 2018 11:36 AM
> **To:** Candace Barger <candace@ekapr.com>
> **Cc:** Brenton Tesler <brenton.tesler@lacity.org>
>
> **Subject:** Re: Meeting request on behalf of Marcus Allen and Anthem
>
> Hi Candace!
>
> Looking at the calendar, we are booked out until March. I was hoping I could put you in touch with Brenton Tesler, our Chief Legislative Deputy (cc: on this email) so Marcus Allen and Anthem can talk

> abut the healthcare results. Please let me know what works.
>
> Thank you!
>
> Brandy
>
> On Thu, Jan 4, 2018 at 11:00 AM, Candace Barger <candace@ekapr.com> wrote:
>
>> Fantastic. Thank you Brandy!
>>
>> Happy almost Friday!
>>
>> Candace
>>
>> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
>> **Sent:** Thursday, January 4, 2018 10:26 AM
>> **To:** Candace Barger <candace@ekapr.com>
>> **Subject:** Re: Meeting request on behalf of Marcus Allen and Anthem
>>
>> Hi Candace!
>>
>> Hope you had a wonderful New Year! I will need to follow up with the Councilmember. Once I hear from him, I will email you!
>>
>> Thank you,
>>
>> Brandy
>>
>> On Wed, Jan 3, 2018 at 1:38 PM, Candace Barger <candace@ekapr.com> wrote:
>>
>>> Good afternoon Brandy,

> Marcus asked me to check in on the CM’s schedule for a meeting with he and Anthem. They would like to discuss the LA City employee healthcare results.
>
> Feel free to send any options that would work for the CM this month or next.
>
> Thank you,
>
> Candace Barger
>
> EKA
> Englander Knabe & Allen
>
> 801 S. Figueroa St. Suite 1050
>
> Los Angeles, CA 90017
>
> T: 213-741-1500 Ext. 585
>
> F: 213-747-4900
>
> Candace@ekapr.com
>
> www.ekapr.com

--

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Brandy Turnbow
Executive Assistant

Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Englander@lacity.org | **w:** www.cd12.org

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Brandy Turnbow
Executive Assistant

Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Englander@lacity.org | **w:** www.cd12.org

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Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President
Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

Subject: ADA Roast Meeting
From: Arnie Berghoff <arnie@arnieberghoff.com>
Date: 1/18/2018, 11:51 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>, Harvey Englander <harvey@ekapr.com>, "Jeff S. McConnell" <jeff@ekapr.com>, Deane Leavenworth <deane@arnieberghoff.com>, John Howland <john@arnieberghoff.com>, "eweiss@honeysweetproductions.com" <eweiss@honeysweetproductions.com>, "Donna Lieberman" <DLieberman@diabetes.org>, "rkcompany@aol.com" <rkcompany@aol.com>

Arnie Berghoff has invited you to ADA Roast Meeting

Title:	ADA Roast Meeting
Location:	801 S. Figueroa, Suite 1050, Los Angeles
When:	Tuesday, February 6, 2018 4:30 PM – 6:00 PM
Organizer:	Arnie Berghoff <arnie@arnieberghoff.com>
Description:	Please feel free to contact Pamela Thomas (213) 623-3736 x214 for any additional information.
Attendees:	Brandy Turnbow <brandy.turnbow@lacity.org> Harvey Englander <harvey@ekapr.com> Jeff S. McConnell <jeff@ekapr.com> Deane Leavenworth <deane@arnieberghoff.com> John Howland <john@arnieberghoff.com> eweiss@honeysweetproductions.com <eweiss@honeysweetproductions.com> Donna Lieberman <DLieberman@diabetes.org> rkcompany@aol.com <rkcompany@aol.com>

Subject: Nike Go LA 4/22
From: "Rodriguez, Jeannette" <Jeannette.Rodriguez@nike.com>
Date: 4/18/2018, 6:46 PM
CC: Kellie Hawkins <khawkins@ekapr.com>

Dear Councilmember,

Nike is excited to extend an invitation to you for this Sunday's (4/22) Nike Choose Go 10K. This will be a historical moment where close to 10,000 runners will take over the Marina (SR 90) Freeway representing the power of GO. The last time this freeway was shut down for an athletic event was during the 1984 Olympics as Joan Benoit won the Gold! We hope you can attend as our guest and experience history once again.

If you are interested in running the full 10k course (6.2 miles) please reach out to me directly, I will be able to provide you with complimentary entries, (comped entry valued at $50). Additionally you can find run details here: https://nikegola10k.rallyup.com/

Please note registration must be completed by April 21, 2018 at 4pm PST.

If you are not planning to run and want to watch the race, please let us know so that we can provide you with the appropriate details.

We will also have a pre-event on Saturday, 4/21 at 9:04am, The Shakeout Run, that you are welcome to attend in Santa Monica. It will be a 2.5 mile run led by one of our amazing coaches, Blue Benadum. See the link to register: https://www.nike.com/events-registration/event?id=100440

Please send any questions my way.

We look forward to you joining us.

In partnership,
Jeannette Rodriguez

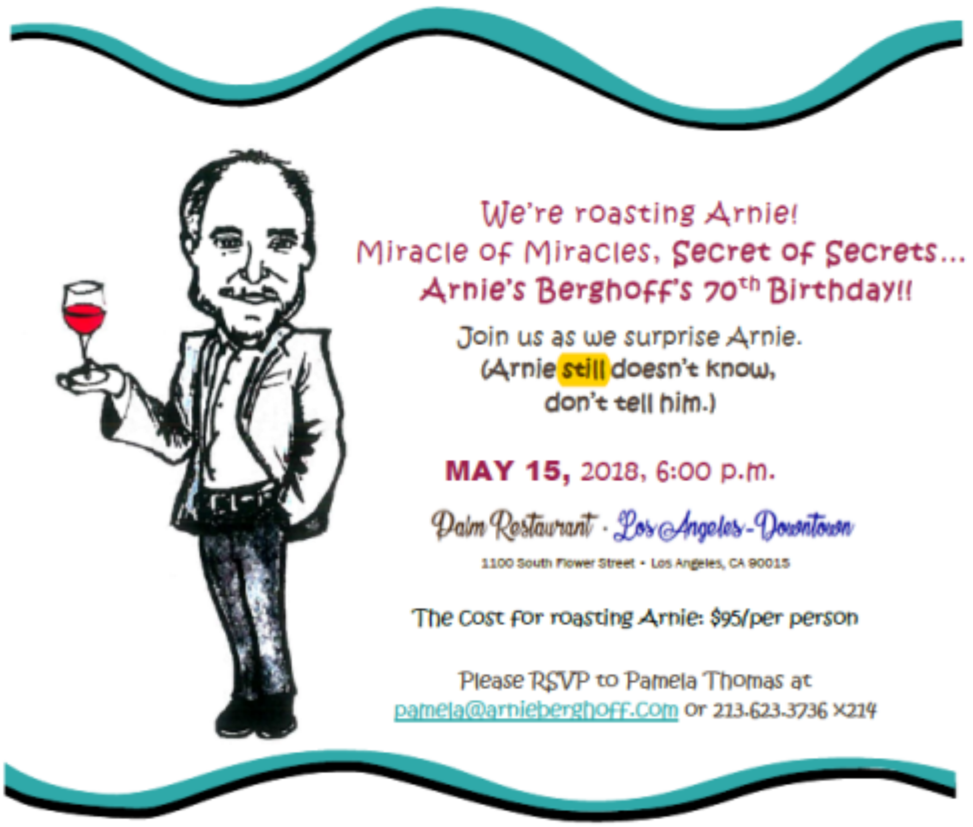
Jeannette Rodriguez | Nike | Director, North America | Government & Public Affairs |
W. 212.328.3474 | **C**. 646.708.2334 | **E**. jeannette.rodriguez@nike.com

Subject: Fwd: CHANGE THE DATE - Shhhh...Arnie's Birthday Roast (he still doesn't know)...
From: Mitchell Englander <mitch@englander.la>
Date: 5/1/2018, 1:20 PM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Begin forwarded message:

> **From:** Pamela Thomas <pamela@arnieberghoff.com>
> **Date:** May 1, 2018 at 10:18:30 AM PDT
> **To:** Pamela Thomas <pamela@arnieberghoff.com>
> **Cc:** Candace Barger <candace@ekapr.com>, Deane Leavenworth <deane@arnieberghoff.com>, Deane Leavenworth <deane.leavenworth@gmail.com>, Harvey Englander <harvey@ekapr.com>, "Harvey@englander.la" <harvey@englander.la>
> **Subject: CHANGE THE DATE - Shhhh...Arnie's Birthday Roast (he still doesn't know)...**

> Apologies for any inconvenience!
> We hope you will still be able to join us as we ~~celebrate~~ roast Arnie Berghoff for his 70th birthday
> Tuesday, May 15!



We're roasting Arnie!
Miracle of Miracles, Secret of Secrets...
Arnie's Berghoff's 70th Birthday!!

Join us as we surprise Arnie.
(Arnie still doesn't know,
don't tell him.)

MAY 15, 2018, 6:00 p.m.

Palm Restaurant · Los Angeles-Downtown
1100 South Flower Street • Los Angeles, CA 90015

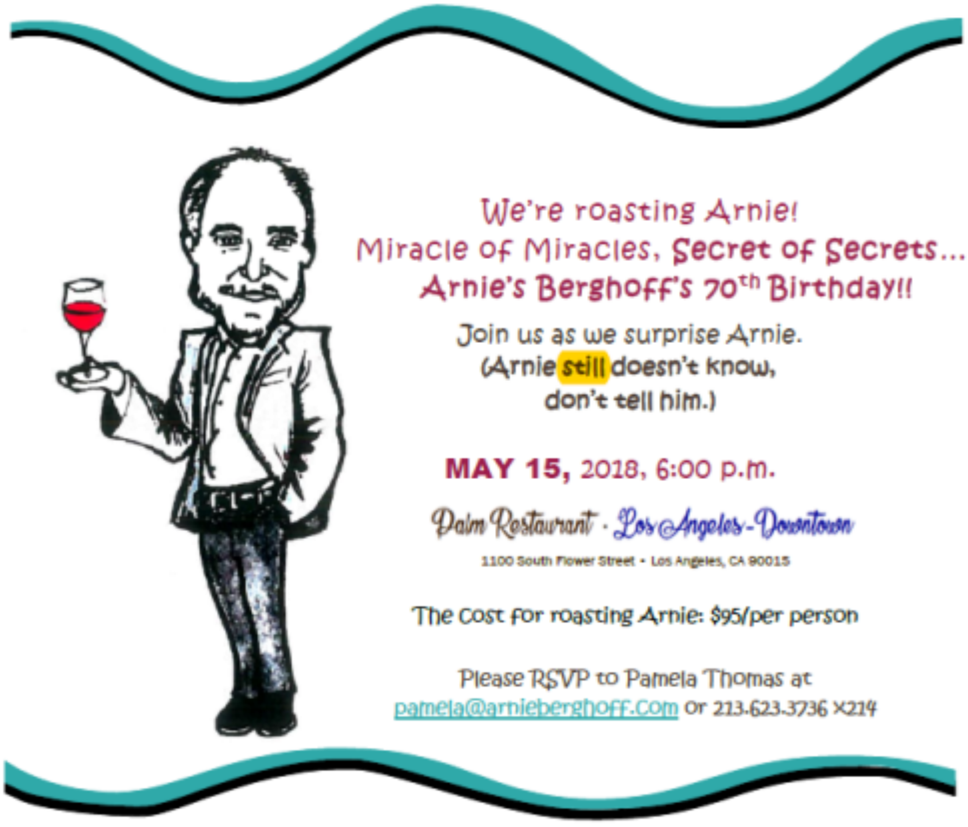
The cost for roasting Arnie: $95/per person

Please RSVP to Pamela Thomas at
pamela@arnieberghoff.com or 213.623.3736 x214

Subject: Re: CHANGE THE DATE - Shhhh...Arnie's Birthday Roast (he still doesn't know)...
From: Brandy Turnbow <brandy.turnbow@lacity.org>
Date: 5/1/2018, 1:38 PM
To: Pamela Thomas <pamela@arnieberghoff.com>

Hi Pamela! It has been updated.

On Tue, May 1, 2018 at 10:18 AM, Pamela Thomas <pamela@arnieberghoff.com> wrote:

> Apologies for any inconvenience!
>
> We hope you will still be able to join us as we ~~celebrate~~ roast Arnie Berghoff for his 70th birthday
>
> Tuesday, May 15!
>
> 
>
> We're roasting Arnie!
> Miracle of Miracles, Secret of Secrets...
> Arnie's Berghoff's 70th Birthday!!
>
> Join us as we surprise Arnie.
> (Arnie still doesn't know,
> don't tell him.)
>
> MAY 15, 2018, 6:00 p.m.
>
> Palm Restaurant • Los Angeles-Downtown
> 1100 South Flower Street • Los Angeles, CA 90015
>
> The cost for roasting Arnie: $95/per person
>
> Please RSVP to Pamela Thomas at
> pamela@arnieberghoff.com or 213.623.3736 x214

Subject: Meeting: Matt Knabe and Mitch Englander
From: Matt Knabe <matt@ekapr.com>
Date: 5/2/2018, 10:47 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>, "mitch@mitchenglander.org" <mitch@mitchenglander.org>

Matt Knabe has invited you to Meeting: Matt Knabe and Mitch Englander

Title: Meeting: Matt Knabe and Mitch Englander
Location: City Hall, Room 405
When: Tuesday, June 5, 2018 1:30 PM – 2:30 PM
Organizer: Matt Knabe <matt@ekapr.com>
Description:
Attendees: Brandy Turnbow <brandy.turnbow@lacity.org>
mitch@mitchenglander.org <mitch@mitchenglander.org>

Subject: RE: Important Information: Tuesday, May 15 - Arnie "Roast" Agenda
From: Pamela Thomas <pamela@arnieberghoff.com>
Date: 5/10/2018, 3:33 PM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Awesome!!! Thank you!

Pamela Thomas
(213) 623-3736 x214

arnie berghoff & associates
Government and Public Affairs Advocacy

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Thursday, May 10, 2018 3:23 PM
To: Pamela Thomas <pamela@arnieberghoff.com>
Subject: Re: Important Information: Tuesday, May 15 - Arnie "Roast" Agenda

Hi Pamela!

CM Englander will be there!
--

> **Brandy Turnbow**
> **Executive Assistant**
> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacityorg | w: www.cd12.org**

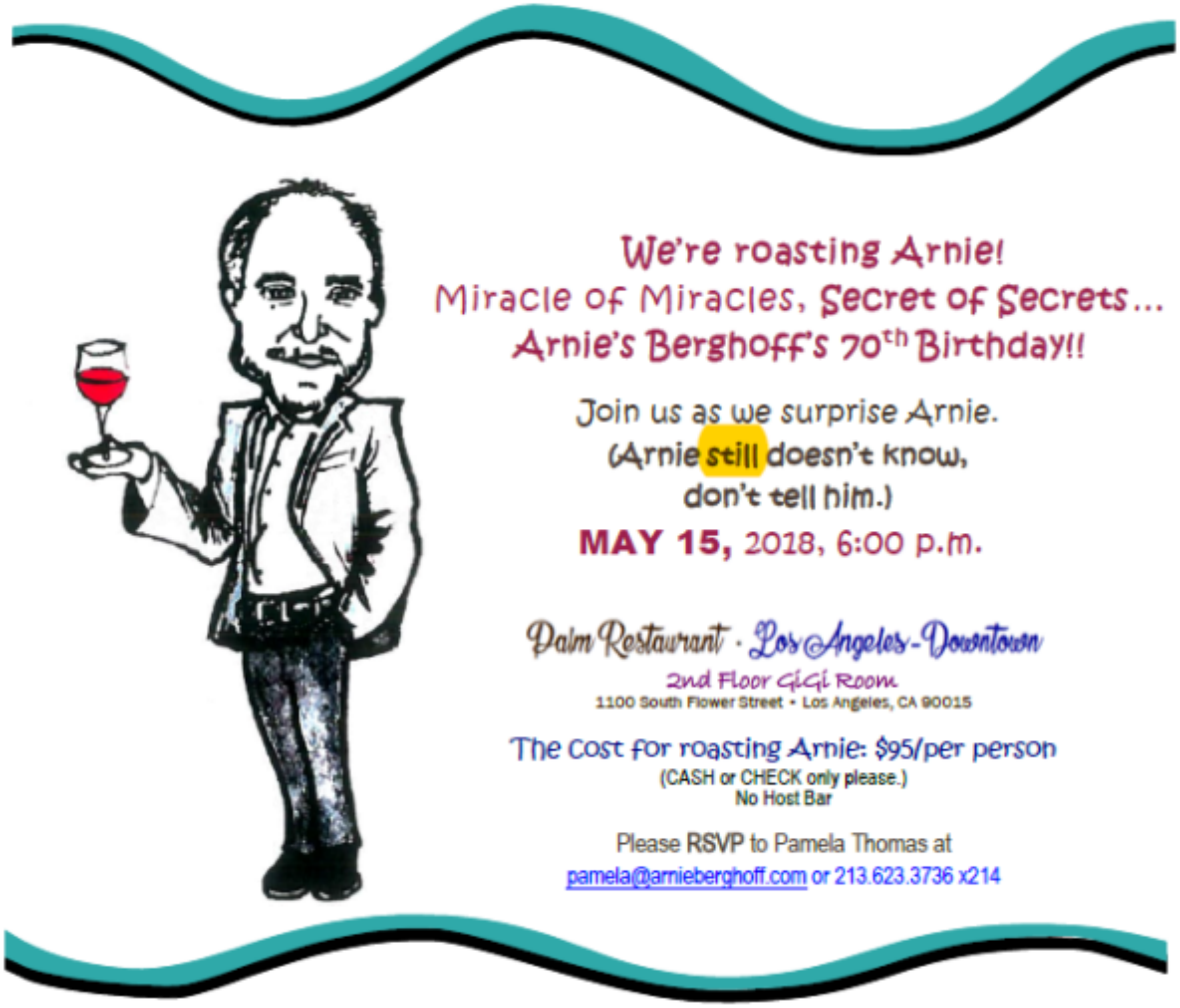
On Thu, May 10, 2018 at 11:31 AM, Pamela Thomas <pamela@arnieberghoff.com> wrote:

> **We've received some inquiries about the agenda/program for Arnie's Roast.** Please find the agenda below :
>
>
>
>
> 1. Arrive
> 2. Drink
> 3. Dine
>
> During each of the activities you are welcomed and encouraged to randomly stand or stay seated and share amusing and/or embarrassing stories (*extra points if the story is both amusing and embarrassing*) about Arnie; however, you are not required to do so.

As things are heating up, we need you to confirm your attendance no later than COB Friday, May 11.

Hope this clarifies the agenda & Look forward to roasting Arnie with you!

Deane Leavenworth



We're roasting Arnie!
Miracle of Miracles, Secret of Secrets...
Arnie's Berghoff's 70th Birthday!!

Join us as we surprise Arnie.
(Arnie still doesn't know,
don't tell him.)

MAY 15, 2018, 6:00 p.m.

Palm Restaurant · Los Angeles-Downtown
2nd Floor GiGi Room
1100 South Flower Street • Los Angeles, CA 90015

The cost for roasting Arnie: $95/per person
(CASH or CHECK only please.)
No Host Bar

Please **RSVP** to Pamela Thomas at
pamela@arnieberghoff.com or 213.623.3736 x214

Subject: Fwd: Meeting request on behalf of Marcus Allen and Anthem
From: Brandy Turnbow <brandy.turnbow@lacity.org>
Date: 5/15/2018, 11:29 AM
To: Nicole Bernson <nicole.bernson@lacity.org>

Per our conversation, CM would like you to reach out!

TY!
---------- Forwarded message ----------
From: **Candace Barger** <candace@ekapr.com>
Date: Mon, May 14, 2018 at 11:57 AM
Subject: Meeting request on behalf of Marcus Allen and Anthem
To: "brandy.turnbow@lacity.org" <brandy.turnbow@lacity.org>

Good morning Brandy,

Marcus asked me to check in to see who from CD12 he and Anthem can meet with to discuss LA City employee healthcare.

Can you let me know who the most appropriate person would be and if they have availability in late June?

Thank you and have a happy Monday!

Candace Barger

EKA
Englander Knabe & Allen

Candace Barger

Executive Assistant/Office Manager

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

T: 213-741-1500 Ext. 585

F: 213-747-4900

Candace@ekapr.com

www.ekapr.com

Subject: RE: Following up
From: Kaitlyn Adams <kaitlyn@ekapr.com>
Date: 6/4/2018, 3:17 PM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Confirmed! Thanks, Brandy.

801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 538
F: 213-747-4900
kaitlyn@ekapr.com
www.ekapr.com

From: Brandy Turnbow <brandy.turnbow@lacity.org>
Sent: Monday, June 04, 2018 3:17 PM
To: Kaitlyn Adams <kaitlyn@ekapr.com>
Subject: Re: Following up

Hi Kaitlyn!

I just wanted to reconfirm we our 1:3pm tomorrow, June 5.

Thank you!
Brandy

On Wed, May 2, 2018 at 10:52 AM, Brandy Turnbow <brandy.turnbow@lacity.org> wrote:

> Perfect! I will accept!
>
> On Wed, May 2, 2018 at 10:45 AM, Kaitlyn Adams <kaitlyn@ekapr.com> wrote:
>
>> 6/5 works! I'll send out a calendar invite.
>>
>> Thanks, Brandy.
>>
>> 801 South Figueroa Street, Suite 1050
>> Los Angeles, CA 90017
>> T: 213-741-1500 Ext. 538
>> F: 213-747-4900
>> kaitlyn@ekapr.com
>> www.ekapr.com

> **From:** Brandy Turnbow <brandy.turnbow@lacity.org>
> **Sent:** Wednesday, May 02, 2018 9:00 AM
> **To:** Kaitlyn Adams <kaitlyn@ekapr.com>
> **Subject:** Re: Following up
>
> Morning Kaitlyn!
>
> Hope all is well! I wanted to inform you the Councilmember has the following meeting appointments available:
>
> Tues. 6/5 @ 1:30pm - City Hall Office, Room 405
> Tues. 6/12 @ 1:30pm - City Hall Office, Room 405
>
> Please let me know if one of these dates works for Matt!
>
> Sincerely,
> Brandy Turnbow
> --
>
> > **Brandy Turnbow**
> > **Executive Assistant**
> > **Councilmember Mitchell Englander**
> > **Los Angeles City Councilmember President Pro Tempore**
> > **Twelfth District**
> > **City Hall: 213-473-7012**
> > **Community Service Center: 818-882-1212**
> > **e: Councilmember.Englander@lacity.org | w: www.cd12.org**
>
> On Tue, May 1, 2018 at 11:58 PM, Matt Knabe <matt@ekapr.com> wrote:
>
> > Great. Thank you.
> >
> > Kaitlyn will coordinate from my end.
> >
> > Matt Knabe
> >
> > Managing Partner
> > EKA - Englander Knabe & Allen
> > 801 South Figueroa Street
> > Suite 1050
> > Los Angeles, CA 90017
> > Cell 562.857.8301
> >
> > On May 1, 2018, at 3:09 PM, Brandy Turnbow <brandy.turnbow@lacity.org> wrote:
> >
> > > Hi Matt,
> > >
> > > Thank you for patiently waiting for my response! I wanted to inform you the Councilmember has the following meeting appointments available:

Tues. 6/5 @ 1:30pm - City Hall Office, Room 405
Tues. 6/12 @ 1:30pm - City Hall Office, Room 405

Please let me know if one of these dates works for you!

Sincerely,
Brandy Turnbow
--

Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.cd12.org

> -------- Original message --------
> From: Matt Knabe <matt@ekapr.com>
> Date: 4/26/18 6:41 AM (GMT-08:00)
> To: Mitch <mitch@mitchenglander.org>
> Subject: RE: Following up
>
> Mitch,
>
> Thanks for reaching out. I agree, it would be good to circle back. I followed up with some folks and it would be good to reconnect.
>
> Not sure if you just want to catch up by phone or in person but happy to do either.
>
> Hope you are well.
>
> Matt Knabe
> EKA - Englander Knabe & Allen
> 801 South Figueroa Street
> Suite 1050
> Los Angeles, CA 90017
> Cell 562.857.8301
>
> -----Original Message-----
> From: Mitch [mailto:mitch@mitchenglander.org]
> Sent: Wednesday, April 25, 2018 5:30 AM
> To: Matt Knabe <matt@ekapr.com>
> Subject: Following up
>
> Matt,
> It's been a while since our lunch and I wanted to follow up with you. We agreed to some follow up items and I feel it's been more than a reasonable amount of time since then.

> Let me know when it makes sense to have a follow up meeting.
>
> I hope all is well.
>
> All the best,
> Mitch.

--

--

Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.englander.la

Subject: Re: 19th Annual EKA Golf Tournament
From: Brandy Turnbow <brandy.turnbow@lacity.org>
Date: 6/6/2018, 12:12 PM
To: Candace Barger <candace@ekapr.com>

Hi Candace,

We are confirmed for tomorrow!

On Wed, Jun 6, 2018 at 10:25 AM, Candace Barger <candace@ekapr.com> wrote:

> Good morning Brandy,
>
> Just confirming the CM's attendance for the EKA golf event tomorrow, **June 7th at 12:00pm at Hillcrest Country Club**.
>
> Reminder – lunch will be served at 12pm. Shotgun start at 1pm.
>
> Thank you,
>
> Candace
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Friday, May 18, 2018 10:59 AM
> **To:** Candace Barger <candace@ekapr.com>
> **Subject:** Re: 19th Annual EKA Golf Tournament
>
> Hi Candace!
>
> Hope you are doing well! I just wanted to confirm that the Councilmember will be attending. Please let me know if there is any other information you may need!

Sincerely,

Brandy Turnbow

--

Brandy Turnbow
Executive Assistant

Councilmember Mitchell Englander
Los Angeles City Councilmember
President Pro Tempore
Twelfth District
City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Englander@lacity.org | w: www.cd12.org

On Mon, May 14, 2018 at 10:04 AM, Candace Barger <candace@ekapr.com> wrote:

The West Coast Sports Medicine Foundation

Invites You To The 19th Annual

Englander Knabe & Allen

Golf & Lunch at

Hillcrest Country Club

10000 W. Pico Blvd

Los Angeles, CA 90064

Hosted by Hillcrest Member Harvey Englander

Thursday, June 7th, 2017

1:00pm Shotgun

BBQ Burgers & Hot Dogs will be served at 12pm

Please RSVP via email to Candace@ekapr.com or call 213.741.1500 x 585

Candace Barger

Candace Barger

> **Executive Assistant/Office Manager**
>
> 801 South Figueroa Street, Suite 1050
>
> Los Angeles, CA 90017
>
> T: 213-741-1500 Ext. 585
>
> F: 213-747-4900
>
> Candace@ekapr.com
>
> www.ekapr.com

Subject: EKA/Edgemoor Development Intro Meeting with CM Mitch Englander (CD12) re: Parker Center P3
From: Candace Barger <candace@ekapr.com>
Date: 6/8/2018, 11:31 AM
To: Marcus Allen <marcus@ekapr.com>, Jaime de la Vega <jaime@ekapr.com>, Brandy Turnbow <brandy.turnbow@lacity.org>, "denise.chavez@lacity.org" <denise.chavez@lacity.org>, Brian Dugan <brian.dugan@edgemoordevelopment.com>, Fred Case <fred.case@clarkconstruction.com>, Kelly Olson <kelly.olson@clarkconstruction.com>

Candace Barger has invited you to EKA/Edgemoor Development Intro Meeting with CM Mitch Englander (CD12) re: Parker Center P3

Title:	EKA/Edgemoor Development Intro Meeting with CM Mitch Englander (CD12) re: Parker Center P3
Location:	200 N. Spring St. Room 405, Los Angeles 90012
When:	Wednesday, June 13, 2018 4:30 PM – 5:00 PM
Organizer:	Candace Barger <candace@ekapr.com>
Description:	We are confirmed.
Attendees:	Marcus Allen <marcus@ekapr.com> Jaime de la Vega <jaime@ekapr.com> Brandy Turnbow <brandy.turnbow@lacity.org> denise.chavez@lacity.org <denise.chavez@lacity.org> Brian Dugan <brian.dugan@edgemoordevelopment.com> Fred Case <fred.case@clarkconstruction.com> Kelly Olson <kelly.olson@clarkconstruction.com>

Subject: Fwd: Time Sensitive Meeting Request on behalf of Marcus Allen and Edgemoor Development/Meridiam
From: Brandy Turnbow <brandy.turnbow@lacity.org>
Date: 6/8/2018, 10:37 AM
To: Mitchell Englander <Mitch@lacity.org>

CM last one, sorry!

I wanted to check with you before the weekend because of who they are. You have an opening. LMK. TY!

---------- Forwarded message ----------
From: **Candace Barger** <candace@ekapr.com>
Date: Fri, Jun 8, 2018 at 10:11 AM
Subject: Time Sensitive Meeting Request on behalf of Marcus Allen and Edgemoor Development/Meridiam
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Good morning Brandy,

My apologies for the short notice.

The Director of Edgemoor Development, Brian Dugan and the Principal of Meridiam, John Dionisio will be travelling to Los Angeles next week. Marcus was hoping they could meet with Mitch while they're in town. They would like to introduce John Dionisio and discuss the Parker Center P3.

Brian and John are available to meet on **Wednesday, 6/13 AFTER 1:30pm or on Thursday, 6/14 BEFORE 11am**.

Would Mitch happen to have any time to spare for a quick chat?

Thank you,

Candace Barger

Candace Barger

Executive Assistant/Office Manager

801 South Figueroa Street, Suite 1050

Los Angeles, CA 90017

T: 213-741-1500 Ext. 585

F: 213-747-4900

Candace@ekapr.com

www.ekapr.com

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--

Brandy Turnbow

Executive Assistant

Councilmember Mitchell Englander

Los Angeles City Councilmember President Pro Tempore

Twelfth District

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Englander@lacity.org | w: www.englander.la

Subject: RE: Time Sensitive Meeting Request on behalf of Marcus Allen and Edgemoor Development/Meridiam
From: Candace Barger <candace@ekapr.com>
Date: 6/8/2018, 11:32 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>
CC: Denise Chavez <denise.m.chavez@lacity.org>

Done and done. Enjoy your time off J

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Friday, June 08, 2018 11:30 AM
To: Candace Barger <candace@ekapr.com>
Cc: Denise Chavez <denise.m.chavez@lacity.org>
Subject: Re: Time Sensitive Meeting Request on behalf of Marcus Allen and Edgemoor Development/Meridiam

Hi Candace!

Thank you! Please be sure to include Denise Chavez cc: above. I will be out of town starting that day and she will be attending to the CM's calendar.

Thank you and have a great weekend!

Sincerely,
Brandy Turnbow

On Fri, Jun 8, 2018 at 11:24 AM, Candace Barger <candace@ekapr.com> wrote:

> Hi Brandy,
>
> Yes, please! You are awesome. I will send out an invite to my team and will be sure to include you as well.
>
> Thank you so much! Have a fabulous weekend!
>
> Candace
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Friday, June 08, 2018 11:17 AM
> **To:** Candace Barger <candace@ekapr.com>
> **Subject:** Re: Time Sensitive Meeting Request on behalf of Marcus Allen and Edgemoor Development/Meridiam
>
> Hi Candace!
>
> I wanted to reach out and let you know we have an availability on:
>
> Wed. 6/13 @ 4:30pm - City Hall Office, Room 405
>
> Should I go ahead and book this appointment? Please let me know at your earliest convenience!

> Thank you,
> Brandy Turnbow
> --
>
> **Brandy Turnbow**
> **Executive Assistant**
> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Englander@lacity.org | w: www.englander.la**
>
> On Fri, Jun 8, 2018 at 10:11 AM, Candace Barger <candace@ekapr.com> wrote:
>
>> Good morning Brandy,
>>
>> My apologies for the short notice.
>>
>> The Director of Edgemoor Development, Brian Dugan and the Principal of Meridiam, John Dionisio will be travelling to Los Angeles next week. Marcus was hoping they could meet with Mitch while they're in town. They would like to introduce John Dionisio and discuss the Parker Center P3.
>>
>> Brian and John are available to meet on **Wednesday, 6/13 AFTER 1:30pm or on Thursday, 6/14 BEFORE 11am**.
>>
>> Would Mitch happen to have any time to spare for a quick chat?
>>
>> Thank you,
>> Candace Barger
>>
>> **Candace Barger**
>> **Executive Assistant/Office Manager**
>> 801 South Figueroa Street, Suite 1050
>> Los Angeles, CA 90017
>> T: 213-741-1500 Ext. 585
>> F: 213-747-4900
>> Candace@ekapr.com
>> www.ekapr.com

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Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Englander@lacity.org | w: www.englander.la

Subject: Meeting Request
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 6/19/2018, 11:27 AM
To: "brandy.turnbow@lacity.org" <brandy.turnbow@lacity.org>

Hi Brandy,

I am reaching out on behalf of Jeff McConnell who is interested in meeting with Councilmember Englander within the next 7 days to discuss cannabis. Can you please confirm if he is available to meet this week or early next week?

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

Subject: EKA/FAMSVAR Intro Meeting with CM Mitch Englander
From: Candace Barger <candace@ekapr.com>
Date: 7/11/2018, 12:30 PM
To: Harvey Englander <harvey@ekapr.com>, "mgohd@famsvarpac.org" <mgohd@famsvarpac.org>, Amy Sue Harwood <aharwood@famsvarpac.org>, Brandy Turnbow <brandy.turnbow@lacity.org>

Candace Barger has invited you to EKA/FAMSVAR Intro Meeting with CM Mitch Englander

Title:	EKA/FAMSVAR Intro Meeting with CM Mitch Englander
Location:	200 N. Spring St. Room 405, Los Angeles 90012
When:	Tuesday, July 31, 2018 1:30 PM – 2:00 PM
Organizer:	Candace Barger <candace@ekapr.com>
Description:	We are confirmed.
Attendees:	Harvey Englander <harvey@ekapr.com> mgohd@famsvarpac.org <mgohd@famsvarpac.org> Amy Sue Harwood <aharwood@famsvarpac.org> Brandy Turnbow <brandy.turnbow@lacity.org>

Subject: FW: Setting up a Meeting
From: Candace Barger <candace@ekapr.com>
Date: 7/11/2018, 11:42 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Good morning Brandy,

I hope you're having a nice week so far.

Can you take a look below at Harvey's email to Mitch and let me know if he as any free time during the week of July 23rd?

As you can see Harvey offered a game of golf to sweeten the deal in case that works with his schedule J

Thanks,
Candace Barger

Candace Barger
Executive Assistant/Office Manager
801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 585
F: 213-747-4900
Candace@ekapr.com
www.ekapr.com

From: Harvey Englander [mailto:harvey@englander.la]
Sent: Wednesday, July 11, 2018 10:46 AM
To: Mitchell Englander <mitch@englander.la>
Cc: Candace Barger <candace@ekapr.com>
Subject: Setting up a Meeting

Mitch,

As you know, I stated at the Diabetes Roast that I was going to spend as much time, energy and resources in the fight for saner gun laws in America.

To that end, I would like to arrange a meeting with you to meet Matt Gohd during the week of July 23rd.

Matt is the Executive Director of Families vs. Assault Rifles www.famsvarpac.org which is the organization founded by the parents of Parkland's Douglas High School students.

The organization has both a PAC and a C4 component and fulfills some of the goals that we have discussed.

As an LA City Councilmember, a Republican, a reserve LAPD officer, Chair of the Public Service Committee and the consummate networker and fundraiser, your involvement and support would be great.

My assistant Candace will be contact your schedule director and I hope you will give her a heads up so that we can meet that week. If time permits on your calendar, we could include our getting together during a round of golf.

Thanks.

Harvey
Sent from my iPad

Subject: RE: Setting up a Meeting
From: Candace Barger <candace@ekapr.com>
Date: 7/30/2018, 2:25 PM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Good afternoon Brandy,

Thank you so much for checking in. Yes, we are confirmed.

Have a fantastic week!
Candace

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Monday, July 30, 2018 2:24 PM
To: Candace Barger <candace@ekapr.com>
Subject: Re: Setting up a Meeting

Hi Candace!

I wanted to reconfirm our appointment tomorrow with Matt Gohd at 1:30pm in our City Hall Office, Room 405.

Thanks!
Brandy

On Wed, Jul 11, 2018 at 1:13 PM, Brandy Turnbow <brandy.turnbow@lacity.org> wrote:

> Thanks Candace!
>
> On Wed, Jul 11, 2018 at 12:32 PM, Candace Barger <candace@ekapr.com> wrote:
>
>> Hi Brandy,
>>
>> July 31st at 1:30pm works. I just sent the invite.
>>
>> Thank you so much!
>> Candace
>>
>> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
>> **Sent:** Wednesday, July 11, 2018 11:53 AM
>> **To:** Candace Barger <candace@ekapr.com>
>> **Subject:** Re: Setting up a Meeting
>>
>> Hi Candace,
>>
>> Per the Councilmember's email, I have the following available after recess:
>>
>> Tues. 7/31 @ 1:30pm | City Hall Office, Room 405 | 30 minutes

> > Wed. 8/8 @ 2pm | City Hall Office, Room 405 | 30 minutes
> >
> > Please let me know what works best for Harvey.
> >
> > Thank you,
> > Brandy
> >
> > On Wed, Jul 11, 2018 at 11:47 AM, Mitchell Englander <mitch@englander.la> wrote:
> >
> > > I would be honored. I am copying my scheduler on this so we can set something up right after the Council Recess upon my return.
> > >
> > > All the best
> > > Mitch
> > >
> > > -------- Original message --------
> > > From: Harvey Englander <harvey@englander.la>
> > > Date: 7/11/18 10:46 AM (GMT-08:00)
> > > To: Mitchell Englander <mitch@englander.la>
> > > Cc: Candace Barger <candace@ekapr.com>
> > > Subject: Setting up a Meeting
> > >
> > > Mitch,
> > >
> > > As you know, I stated at the Diabetes Roast that I was going to spend as much time, energy and resources in the fight for saner gun laws in America.
> > >
> > > To that end, I would like to arrange a meeting with you to meet Matt Gohd during the week of July 23rd.
> > >
> > > Matt is the Executive Director of Families vs. Assault Rifles www.famsvarpac.org which is the organization founded by the parents of Parkland's Douglas High School students.
> > >
> > > The organization has both a PAC and a C4 component and fulfills some of the goals that we have discussed.
> > >
> > > As an LA City Councilmember, a Republican, a reserve LAPD officer, Chair of the Public Service Committee and the consummate networker and fundraiser, your involvement and support would be great.
> > >
> > > My assistant Candace will be contact your schedule director and I hope you will give her a heads up so that we can meet that week. If time permits on your calendar, we could include our getting together during a round of golf.
> > >
> > > Thanks.

> > > Harvey
> > > Sent from my iPad
> >
> > --
> > --
> > **Brandy Turnbow**
> > **Executive Assistant**
> > **Councilmember Mitchell Englander**
> > **Los Angeles City Councilmember President Pro Tempore**
> > **Twelfth District**
> > **CityHall: 213-473-7012**
> > **CommunityService Center: 818-882-1212**
> > **e: Councilmember.Englander@lacity.org | w: www.englander.la**
>
> --
> --
> **Brandy Turnbow**
> **Executive Assistant**
> **Councilmember Mitchell Englander**
> **Los Angeles City Councilmember President Pro Tempore**
> **Twelfth District**
> **CityHall: 213-473-7012**
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Brandy Turnbow
Executive Assistant
Councilmember Mitchell Englander
Los Angeles City Councilmember President Pro Tempore
Twelfth District
CityHall: 213-473-7012
CommunityService Center: 818-882-1212

e: Councilmember.Englander@lacity.org | **w:** www.englander.la

Subject: Fwd: Election Night Invite
From: Councilmember Englander <councilmember.englander@lacity.org>
Date: 11/6/2018, 9:22 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

FYI
CC

www

Mitchell Englander
Los Angeles City Councilmember President
Pro Tempore
Twelfth District

City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Englander@lacity.org | w: www.cd12.org

---------- Forwarded message ---------
From: **Debbie Thomas** <woodranch@aol.com>
Date: Sat, Nov 3, 2018 at 2:54 PM
Subject: Election Night Invite
To: Kathi King <kathi0120@aol.com>, Monica BERLIN <ctmonica1@msn.com>, Jenny Boyce <jennyboyce53@gmail.com>, mbennettwcf@gmail.com <mbennettwcf@gmail.com>, Maureen Mazzare <maureenmazzare@gmail.com>, Terri Doria <terridoria@aol.com>, terri b <terri93063@hotmail.com>, freemanelf@aol.com <freemanelf@aol.com>, Elaine Hintlian <EHintlian@aol.com>, Marilyn Van Dyck <dollus27@hotmail.com>, Maggie Kestly <mkestly@simimidvalley.com>, Dorina Timbol <timbolsca@msn.com>, Ro Curry <hollowhillsma@aol.com>, Jan Armstrong <janet@farwestplywood.com>, Barbara Laspina <oma31opa@gmail.com>, barbaraglod <barbaraglod@sbcglobal.net>, mbaxter528@gmail.com <mbaxter528@gmail.com>, Joyce Erdman <erdmn@sbcglobal.net>, yeltsoc@yahoo.com <yeltsoc@yahoo.com>, <emily@emilylink.com>, Brandee Ruedy <Ruedycrew@sbcglobal.net>, davepeggys@reagan.com <davepeggys@reagan.com>, mccaffrey1@aol.com <mccaffrey1@aol.com>, Mike Fischer <mike@fischercpa.com>, Ryan Gennaro <ryanggennaro@gmail.com>, Bob Ehlers <bobematt@yahoo.com>, mayorhuber@gmail.com <mayorhuber@gmail.com>, Deb Holler <dholler1@roadrunner.com>, tim@theshannonagency.com <tim@theshannonagency.com>, Jeff DiJulius <JDiJulius@albdev.com>, Karen Troop <ktroop@troop.com>, Shari Schultz <NDevents2@aol.com>, Allan Mann <allancmann@aol.com>, richardsinsv@gmail.com <richardsinsv@gmail.com>, Brian Troop <btroop@csmcmortgage.com>, Marion Erbe

<simimarion@aol.com>, Coleen Mcintyre <swinktow@aol.com>, Jenni Borow <Jenniferborow@aol.com>, sandeecovone@att.net <sandeecovone@att.net>, Alex Gandel <alex@alexgandel.com>, Jay Colliatie <jcolliatie@woodranchgc.com>, annduran@gmail.com <annduran@gmail.com>, Pam Campeau <pam.campeau@gmail.com>, Shida Jensen <shidajensen@earthlink.net>, Judy Gobble Gobble <turkey3girl@yahoo.com>, Cary Iaccino <caryiaccino@gmail.com>, Marita Faulwell <MFaulwell@aol.com>, james.vigdor@alcoa.com <james.vigdor@alcoa.com>, <jim@computermetal.com>, Glen Becerra <glentbecerra@gmail.com>, Gary Thomas <gthomas@aaronthomasinc.com>, joanne@quailranchevents.com <joanne@quailranchevents.com>, Sandy Schmid <simisassysan@gmail.com>, Evelyn Garfield-Loker <evelyngl@hotmail.com>, Mitch Englander <mitch.englander@lacity.org>, Muriel Petrilli Miller <brianmuriel@att.net>, <Briiver@aol.com>, Mike McGuigan <mc_guigan@roadrunner.com>, Mary Ann Wales <macwales@gmail.com>, Scott Wales <scott.wales19@gmail.com>, Jennifer Van Laar <jlknight94@gmail.com>, suzie10000@aol.com <suzie10000@aol.com>, Tina yankee2tina@aol.com <yankee2tina@aol.com>, Terry & Bonnie Ramey <teramey@sbcglobal.net>, carolinegibson2011@hotmail.com <carolinegibson2011@hotmail.com>, linda@partyblitzsimi.com <linda@partyblitzsimi.com>, kscott803@sbcglobal.net <kscott803@sbcglobal.net>, Dede Anderson <dedemariesmail@gmail.com>, Raelynn Hartlove <raelynn.hartlove@att.net>, ccarlson@troop.com <ccarlson@troop.com>, Michy7777@msn.com <Michy7777@msn.com>, rdkdmk@hotmail.com <rdkdmk@hotmail.com>, Eric Rose <eric@ekapr.com>

OH MY GOSH!!! Thank goodness Kris Scott asked me about an election night party today. I told her I emailed her….she said she didn't receive an email. Damn flu! The email below was sitting in my draft file!!!!! I hope you haven't all made other plans already and that you're able to stop by.

Dear Team Thomas.
Fred and I will be watching the election results from home and hope you'll be able to join us. I know from the past the first results are from absentee ballots around 8:15 and then usually not anything else until much later. You are welcome to come anytime after 7:00 and stay as long as you want. I have a feeling Fred will stay up late :-) And I'll try really really hard to wait up with him !!
We'll have food and drinks and hope you can stop by... or stop by and stay.
Debbie and Fred

Subject: RE: Meeting Request - Onni
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 11/19/2018, 10:47 AM
To: Denise Chavez <denise.m.chavez@lacity.org>, "brandy.turnbow@lacity.org" <brandy.turnbow@lacity.org>

Hi all,

Hope you had a wonderful weekend. I am following up on my meeting request.

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

From: Erika Rodriguez
Sent: Friday, November 16, 2018 11:59 AM
To: 'Denise Chavez' <denise.m.chavez@lacity.org>; 'brandy.turnbow@lacity.org' <brandy.turnbow@lacity.org>
Subject: Meeting Request - Onni

Hi Denise,

Per our phone conversation, I wanted to request a meeting on behalf of Adam Englander with Councilmember Englander to discuss Onni and the Los Angeles Times building some time before November 27th. Adam and Mark will only need 15-30 minutes for this meeting.

Thank you for your help in this matter!

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

Subject: Meeting - Onni
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 11/20/2018, 3:54 PM
To: "brandy.turnbow@lacity.org" <brandy.turnbow@lacity.org>

Hi Brandy,

Does the Councilmember have any availability on Monday?

Thank you!

Erika Rodriguez
Englander Knabe & Allen
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Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

Subject: Meeting: EKA/ALDI & Councilmember Smith
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 2/7/2019, 8:46 AM
To: Eric Rose <eric@ekapr.com>, "ben.vesper@aldi.us" <ben.vesper@aldi.us>, Brandy Turnbow <brandy.turnbow@lacity.org>

Erika Rodriguez has invited you to Meeting: EKA/ALDI & Councilmember Smith

Title: Meeting: EKA/ALDI & Councilmember Smith

Location: 9207 Oakdale Ave., Suite 200, Chatsworth, CA 91311

When: Thursday, February 14, 2019 11:30 AM – 12:30 PM

Organizer: Erika Rodriguez <erodriguez@ekapr.com>

Description:

Attendees: Eric Rose <eric@ekapr.com>
ben.vesper@aldi.us <ben.vesper@aldi.us>
Brandy Turnbow <brandy.turnbow@lacity.org>

Subject: RE: Meeting Request - Eric Rose
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 2/7/2019, 8:46 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Thank you Brandy for confirming. Have a great Thursday!

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
Suite 1050
Los Angeles, CA 90017
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F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Wednesday, February 06, 2019 6:57 PM
To: Erika Rodriguez <erodriguez@ekapr.com>
Subject: Re: Meeting Request - Eric Rose

Hi Erika -

We are confirmed for 2/14 at 11:30am at our District Office:

9207 Oakdale Avenue Chatsworth, Ca 91311

Thank you,
Brandy

On Wed, Feb 6, 2019 at 5:03 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:

> Hi Brandy, can we please confirm for 2/14 at 11:30am.
>
> Thank you!
>
> Erika Rodriguez
> **Englander Knabe & Allen**
> 801 South Figueroa St.
> Suite 1050
> Los Angeles, CA 90017
> T: 213-741-1500 Ext. 505
> F: 213-747-4900
> erodriguez@ekapr.com

> www.ekapr.com
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Wednesday, February 06, 2019 2:33 PM
> **To:** Erika Rodriguez <erodriguez@ekapr.com>
> **Subject:** Re: Meeting Request - Eric Rose
>
> Hi Erika -
>
> Perfect! The Councilmember has the following availability:
>
> - Tues. 2/12 @ 9:30am | City Hall Office, Room 405
> - Thurs. 2/14 @ 11:30am | District Office, Chatsowrth
> - Thurs. 2/21 @ 11:30am District Office, Chatsworth
> - Fri. 2/22 @ 9:30am | City Hall Office, Room 405
>
> I was not sure where your clients are primarily located so I provided two in downtown and two in Chatsworth. Please let me know what works best.
>
> Sincerely,
> Brandy
>
> On Tue, Feb 5, 2019 at 2:47 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:
>
> > Hi Brandy,
> >
> > This meeting would be for a meet and greet to introduce the Councilmember to the individuals who will be handling the project. They are about to sign a lease and expect to submit for building permits in two weeks.
> >
> > Thank you!
> >
> > Erika Rodriguez
> > **Englander Knabe & Allen**
> > 801 South Figueroa St.
> > Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 505
> > F: 213-747-4900
> > erodriguez@ekapr.com
> > www.ekapr.com
> >
> > **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> > **Sent:** Tuesday, February 05, 2019 1:38 PM
> > **To:** Erika Rodriguez <erodriguez@ekapr.com>
> > **Subject:** Re: Meeting Request - Eric Rose
> >
> > Hi Erika -
> >
> > Thanks for reaching out! I wanted to double check, was this a tour of ALDI or was it regarding the

> > zoning?
> >
> > Please let me know at your earliest convenience.
> >
> > Thank you,
> > Brandy
> >
> > On Mon, Feb 4, 2019 at 11:41 AM Erika Rodriguez <erodriguez@ekapr.com> wrote:
> >
> > > Hi Brandy,
> > >
> > > Hope you had a wonderful weekend.
> > > In following up last week's phone call I wanted to update you on the address, listed below, of the ALDI location and see if any availability has been confirmed for Councilmember Smith to meet with Eric Rose and ALDI.
> > >
> > > ALDI
> > > 19350 Nordhoff St., Northridge, CA 91324
> > >
> > > Thank you!
> > >
> > > Erika Rodriguez
> > > **Englander Knabe & Allen**
> > > 801 South Figueroa St.
> > > Suite 1050
> > > Los Angeles, CA 90017
> > > T: 213-741-1500 Ext. 505
> > > F: 213-747-4900
> > > erodriguez@ekapr.com
> > > www.ekapr.com
> >
> > --
> > --
> >
> > **Brandy Turnbow**
> > **Executive Assistant**
> > **Office of Councilmember Greig Smith**
> > **CityHall: 213-473-7012**
> > **CommunityService Center: 818-882-1212**
> > **e: Councilmember.Smith@lacity.org | w: CD12.org**
>
> --
> --

> **Brandy Turnbow**
> **Executive Assistant**
> **Office of Councilmember Greig Smith**
> **City Hall: 213-473-7012**
> **Community Service Center: 818-882-1212**
> **e: Councilmember.Smith@lacity.org | w: CD12.org**

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Brandy Turnbow
Executive Assistant
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: RE: Meeting request on behalf of Kian Kaeni and UCBA
From: Candace Barger <candace@ekapr.com>
Date: 3/1/2019, 2:31 PM
To: Brandy Turnbow <brandy.turnbow@lacity.org>
CC: Hannah Lee <hannah.lee@lacity.org>

Hi Brandy,

Thanks for the quick response and the introduction.

Hi Hannah! Feel free to send your availability when you have a free moment.

Have a great weekend!
Candace

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Friday, March 01, 2019 1:59 PM
To: Candace Barger <candace@ekapr.com>
Cc: Hannah Lee <hannah.lee@lacity.org>
Subject: Re: Meeting request on behalf of Kian Kaeni and UCBA

Hi Candace -

Thank you, I hope you are also doing well! At this time, the Councilmember will not be taking this meeting due to an impacted schedule, however, our Chief of Staff, Hannah Lee will be happy to take it on his behalf. She is cc: on this email.

Have a great weekend!

Sincerely,
Brandy Turnbow

On Thu, Feb 28, 2019 at 3:03 PM Candace Barger <candace@ekapr.com> wrote:

> Good afternoon Brandy,
>
> I hope all is well J
>
> I am submitting a meeting request on behalf of Kian Kaeni and UCBA.
>
> Kian would like to bring in a UCBA operator for District 12 to discuss cannabis enforcement with the Councilmember.
>
> Please feel free to provide CM Smith’s availability at your earliest convenience.
>
> Thank you,
> Candace Barger

Candace Barger
Executive Assistant/Office Manager
801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 585
F: 213-747-4900
Candace@ekapr.com
www.ekapr.com

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Brandy Turnbow
Executive Assistant
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: EKA/Anthem Meeting with CM Greig Smith (CD12) re: Anthem's Renewal
From: Candace Barger <candace@ekapr.com>
Date: 3/14/2019, 9:46 AM
To: Marcus Allen <marcus@ekapr.com>, "Nelms, Kristyn" <Kristyn.Nelms@anthem.com>, Brandy Turnbow <brandy.turnbow@lacity.org>

Candace Barger has invited you to EKA/Anthem Meeting with CM Greig Smith (CD12) re: Anthem's Renewal

Title:	EKA/Anthem Meeting with CM Greig Smith (CD12) re: Anthem's Renewal
Location:	200 N. Spring St. Room 405, Los Angeles 90012
When:	Tuesday, March 26, 2019 9:30 AM – 10:00 AM
Organizer:	Candace Barger <candace@ekapr.com>
Description:	Confirmed.
Attendees:	Marcus Allen <marcus@ekapr.com> Nelms, Kristyn <Kristyn.Nelms@anthem.com> Brandy Turnbow <brandy.turnbow@lacity.org>

Subject: RE: Meeting request on behalf of Marcus Allen and Anthem
From: Candace Barger <candace@ekapr.com>
Date: 3/22/2019, 8:58 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Good morning Brandy,

Yes, we are confirmed for Tuesday, 3/26 at 9:30am.

Thank you and have a fantastic weekend!
Candace

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Thursday, March 21, 2019 2:57 PM
To: Candace Barger <candace@ekapr.com>
Subject: Re: Meeting request on behalf of Marcus Allen and Anthem

Hi Candace -

I wanted to reach out today to reconfirm our 9:30am on Tuesday, 3/26. I am out tomorrow and Monday is a Holiday for us.

Please let me know at your earliest convenience and hope all is well!

On Thu, Mar 14, 2019 at 11:15 AM Brandy Turnbow <brandy.turnbow@lacity.org> wrote:

> Confirmed! Thank you Candace!
>
> On Thu, Mar 14, 2019 at 9:45 AM Candace Barger <candace@ekapr.com> wrote:
>
>> Good morning Brandy,
>>
>> May we please confirm Tuesday, 3/26 at 9:30am?
>>
>> I'll send out a calendar invite in just a few moments.
>>
>> Have a fabulous day!
>> Candace
>>
>> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
>> **Sent:** Wednesday, March 13, 2019 2:20 PM
>> **To:** Candace Barger <candace@ekapr.com>
>> **Subject:** Re: Meeting request on behalf of Marcus Allen and Anthem
>>
>> Hi Candace!
>>
>> Sound perfect! I'll keep them both on hold and wait to hear from you!

> Thank you,
> Brandy
>
> On Wed, Mar 13, 2019 at 2:14 PM Candace Barger <candace@ekapr.com> wrote:
>
>> Hi Brandy!
>>
>> Thanks so much for the quick reply. Both days work for Marcus so I'm just waiting to verify their availability. As soon as they respond I'll be in touch to confirm.
>>
>> Enjoy your afternoon,
>> Candace
>>
>> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
>> **Sent:** Wednesday, March 13, 2019 1:41 PM
>> **To:** Candace Barger <candace@ekapr.com>
>> **Subject:** Re: Meeting request on behalf of Marcus Allen and Anthem
>>
>> Hi Candace -
>>
>> Thank you for reaching out! The CM would like to schedule a meeting and has the following available:
>>
>> Tues. 3/26 @ 9:30am | City Hall Office, Room 405
>> Fri. 3/29 @ 9:30am | City Hall Office, Room 405
>>
>> Please let me know what works best for everyone!
>>
>> Sincerely,
>> Brandy Turnbow
>>
>> On Tue, Mar 12, 2019 at 9:36 AM Candace Barger <candace@ekapr.com> wrote:
>>
>>> Good morning Brandy,
>>>
>>> I hope you're having a nice week so far J
>>>
>>> Marcus asked that I check in on CD12's staff availability for a meeting with he and Kristyn Nelms of Anthem.
>>>
>>> They would like to discuss Anthem's proposed two-year renewal. They were hoping to meet before the first week of April if possible. Let me know who we should meet with and if we can be squeezed in somewhere.
>>>
>>> Thank you,
>>> Candace Barger

Candace Barger
Executive Assistant/Office Manager
801 South Figueroa Street, Suite 1050
Los Angeles, CA 90017
T: 213-741-1500 Ext. 585
F: 213-747-4900
Candace@ekapr.com
www.ekapr.com

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Brandy Turnbow
Executive Assistant
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City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacityorg | w: CD12.org

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Brandy Turnbow

Executive Assistant

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City Hall: 213-473-7012

Community Service Center: 818-882-1212

e: Councilmember.Smith@lacity.org | w: CD12.org

Subject: RE: Meeting Request - Onni
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 5/23/2019, 5:02 PM
To: Hannah Lee <hannah.lee@lacity.org>
CC: Brandy Turnbow <brandy.turnbow@lacity.org>

Hi Hannah, yes the item will be in PLUM on Tuesday. How is 10am or 11am or 11:15am?

Thank you!

Erika Rodriguez
Englander Knabe & Allen
801 South Figueroa St.
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Los Angeles, CA 90017
T: 213-741-1500 Ext. 505
F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

From: Hannah Lee [mailto:hannah.lee@lacity.org]
Sent: Thursday, May 23, 2019 4:59 PM
To: Erika Rodriguez <erodriguez@ekapr.com>
Cc: Brandy Turnbow <brandy.turnbow@lacity.org>
Subject: Re: Meeting Request - Onni

Hi Erika,

I could meet Tuesday morning. Is it an item in PLUM Tuesday? My boss will likely be out.

Thanks,
Hannah

Hannah Lee
Chief of Staff
Office of Councilmember Greig Smith
City Hall: 213-473-7012
Community Service Center: 818-882-1212
e: Councilmember.Smith@lacity.org | w: CD12.org

On Thu, May 23, 2019 at 4:55 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:

> Hi Hannah, I wanted to follow up on my previous email regarding this meeting request. Can you please confirm if you have any availability tomorrow afternoon or Tuesday morning.

> Thank you!
>
> Erika Rodriguez
> **Englander Knabe & Allen**
> 801 South Figueroa St.
> Suite 1050
> Los Angeles, CA 90017
> T: 213-741-1500 Ext. 505
> F: 213-747-4900
> erodriguez@ekapr.com
> www.ekapr.com
>
> **From:** Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
> **Sent:** Thursday, May 23, 2019 12:00 PM
> **To:** Erika Rodriguez <erodriguez@ekapr.com>
> **Cc:** Hannah Lee <hannah.lee@lacity.org>
> **Subject:** Re: Meeting Request - Onni
>
> Hi Erika -
>
> Thank you for reaching out to me this morning and my apologies for not responding sooner. I just spoke to the Councilmember and he informed me that he will be out both tomorrow and Tuesday. In his absence, would your clients be interested in meeting with our Chief of Staff Hannah Lee on the morning of Tuesday, May 28?
>
> On Wed, May 22, 2019 at 1:10 PM Erika Rodriguez <erodriguez@ekapr.com> wrote:
>
> > Hi Brandy,
> >
> > I wanted to follow up once again regarding this meeting request as the issue is being brought up at PLUM on Tuesday. If the Councilmember is unavailable can Jeff and our client meet with the appropriate staff member.
> >
> > Thank you!
> >
> > Erika Rodriguez
> > **Englander Knabe & Allen**
> > 801 South Figueroa St.
> > Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 505
> > F: 213-747-4900
> > erodriguez@ekapr.com
> > www.ekapr.com
> >
> > ---
> >
> > **From:** Erika Rodriguez
> > **Sent:** Tuesday, May 07, 2019 3:23 PM

> > **To:** Brandy Turnbow <brandy.turnbow@lacity.org>
> > **Subject:** Meeting Request - Onni
> >
> > Hi Brandy,
> >
> > Hope you've been well!
> >
> > I am reaching out on behalf of Jeff McConnell and Adam Englander who would like to set up a meeting with Councilmember Smith and our client Onni. Can you please confirm if the Councilmember has any availability on May 21st, 22nd or 25th for this thirty minute meeting.
> >
> > Thank you!
> >
> > Erika Rodriguez
> > **Englander Knabe & Allen**
> > 801 South Figueroa St.
> > Suite 1050
> > Los Angeles, CA 90017
> > T: 213-741-1500 Ext. 505
> > F: 213-747-4900
> > erodriguez@ekapr.com
> > www.ekapr.com
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> **Brandy Turnbow**
> **Executive Assistant**
> **Office of Councilmember Greig Smith**
> **CityHall: 213-473-7012**
> **CommunityService Center: 818-882-1212**
> **e: Councilmember.Smith@lacity.org | w: CD12.org**

Subject: RE: Time Sensitive - Meeting Request w/ Adam Englander
From: Erika Rodriguez <erodriguez@ekapr.com>
Date: 6/13/2019, 10:31 AM
To: Brandy Turnbow <brandy.turnbow@lacity.org>

Thank you Brandy!

Thank you!

Erika Rodriguez
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F: 213-747-4900
erodriguez@ekapr.com
www.ekapr.com

From: Brandy Turnbow [mailto:brandy.turnbow@lacity.org]
Sent: Thursday, June 13, 2019 10:30 AM
To: Erika Rodriguez <erodriguez@ekapr.com>
Cc: Hannah Lee <hannah.lee@lacity.org>
Subject: Re: Time Sensitive - Meeting Request w/ Adam Englander

Hi Erika -

Thank you for reaching out to me. I have cc: Hannah Lee on this email as she handles her own calendar. If there is any additional information you may need, please let me know.

Thank you,
Brandy

On Thu, Jun 13, 2019 at 10:27 AM Erika Rodriguez <erodriguez@ekapr.com> wrote:

> Hi Brandy,
>
> I am reaching out on behalf of Adam Englander who is interested in setting up a meeting with your Planning Director to discuss an item coming up on Tuesday's Council Agenda. Can you please assist me with this meeting request.
>
> Thank you!
>
> Erika Rodriguez
> **Englander Knabe & Allen**
> 801 South Figueroa St.
> Suite 1050

> Los Angeles, CA 90017
> T: 213-741-1500 Ext. 505
> F: 213-747-4900
> erodriguez@ekapr.com
> www.ekapr.com

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